

# ANCHORAGE TERMINAL AREA PILOT BULLETIN

12th Edition

June 1, 2002

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Produced By

FEDERAL AVIATION ADMINISTRATION  
ANCHORAGE TERMINAL RADAR APPROACH CONTROL

*PILOT REFERENCE GUIDE FOR:*  
TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT  
LAKE HOOD SEAPLANE BASE · MERRILL FIELD  
ELMENDORF AFB · KENAI AFSS

**US DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
ANCHORAGE TERMINAL RADAR APPROACH CONTROL  
ANCHORAGE, ALASKA  
*ANCHORAGE TERMINAL AREA PILOT BULLETIN 12th Edition***

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This publication supercedes the Anchorage Terminal Area Pilot Bulletin 11<sup>th</sup> Edition dated July 15, 2001. It contains information concerning operations at all Anchorage area controlled airports and is designed to explain and simplify operating procedures in the complex airspace of the Anchorage Terminal Area.

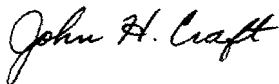
This edition of the Pilot Bulletin introduces many changes in the VFR route structure for the Anchorage Terminal Area. These changes were made in cooperation with representatives from national and local aviation user groups in order to enhance safety and efficiency of VFR operations in the Anchorage area.

Each Anchorage area tower and Kenai AFSS has a separate section in this publication identified by page color. A general information section is included. Drawings contained herein are NOT TO SCALE and are for informational purposes only. Anchorage Terminal Radar Approach Control coordinates collection and publication of data contained herein. Suggestions for changes to future editions may be submitted to any contributing facility.

A downloadable version of this publication in Adobe Portable Document Format is now available on the Anchorage Terminal Area web site at <http://www.alaska.faa.gov/ata> . The web version provides the most current information and produces a good quality printable document. The web site also contains other useful information, including links to Letters to Airmen issued by Anchorage area air traffic control facilities.

**The format, content and information in this publication was created by FAA Anchorage Terminal Radar Approach Control with the assistance, advice and support of the following user group organizations:**

**Alaska Air Carriers Association  
Alaska Airmen's Association  
Alaskan Aviation Safety Foundation  
Aircraft Owners and Pilots Association  
Lake Hood Seaplane Pilots Association  
National Air Traffic Controllers Association  
Seaplane Pilots Association  
U.S.A.F. 3<sup>rd</sup> Operations Group, Elmendorf AFB**



John H. Craft  
Air Traffic Manager

# ANCHORAGE TERMINAL AREA PILOT BULLETIN

12th Edition June 1, 2002

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**Anchorage Terminal Radar Approach Control has initiated a project to revise and update IFR arrival and departure routes. This effort is known as the Anchorage Terminal Area Airspace and Procedures Revision Project. Interested persons are invited to participate in this process and comment on the proposals as they are developed. For additional information and to sign up for project updates via e-mail, please visit the project web site at [www.alaska.faa.gov/ame](http://www.alaska.faa.gov/ame) .**

Altitude information in the various VFR routes in this publication is advisory in nature. Flying the routes at these altitudes is strongly encouraged. Use of these altitudes does not guarantee separation from other aircraft operating either on another route or on the same route.

# ANCHORAGE TERMINAL AREA PILOT BULLETIN

## 12<sup>th</sup> EDITION

### REVISIONS and UPDATES

In order to provide users with information regarding changes to information published in this document, a record of changes to the electronic version of this publication will be maintained on this page. Changed paragraphs on text pages in this electronic document will be marked with a vertical bar in the left margin of the page. (This paragraph is so marked as an example.) Vertical margin bars cannot be inserted into graphics pages.

**Version 12a.** The original print document, (12<sup>th</sup> Edition) contained three errors. These errors were:

- ◆ **Page 4, Subparagraph (f) Seward Highway Segment:** “That area from the surface to **an** including 4,100’ MSL,” was changed to “That area from the surface to **and** including 4,100’ MSL”.
- ◆ **Page 17, ATIS frequency:** Originally was incorrectly listed as 125.6. It has been **corrected to 118.4**.
- ◆ **Page 31, Noise Sensitivity paragraph:** “following the established **pattern traffic pattern** until transitioning” was changed to: “following the **established traffic pattern** until transitioning”.

**Version 12b.** Corrects the following error:

- ◆ **Page i, user group organizations list:** Changed “Alaska Aviation Safety Foundation” to “Alaskan Aviation Safety Foundation”.

**Version 12c.** Corrects the following error:

- ◆ **Page 9, FAR PART 93 VERTICAL AIRSPACE RESERVATION Graphic:** Changed text in the MRI text box on the left side of the page from “MRI TRAFFIC DO FLY BETWEEN 600’ AND 2000’ ” to “MRI TRAFFIC DO **NOT** FLY BETWEEN 600’ AND 2000’ ”.

**Version 12d.** Substitutes the Anchorage Airport Layout page with a new page depicting areas requiring extra pilot vigilance to prevent a runway incursion.

## Wake Turbulence Advisory and Avoidance Information

Extreme caution is advised when operating below and behind a large/heavy aircraft.

**Ted Stevens Anchorage International 14/32:** Anchorage Runway 14 or 32 operations place large/heavy aircraft over VFR routes to/from Ted Stevens Anchorage International, Lake Hood, and Merrill Field. Pilots departing to the west are recommended to use the Power Line Transition for wake turbulence avoidance. Aircraft to/from Merrill Field are recommended to remain east of Twin Island Lakes until north of Class C airspace to avoid the Runway 14 final approach course.

**Elmendorf Final:** The Elmendorf Runway 6/24 operations place large/heavy aircraft over VFR routes to/from Ted Stevens Anchorage International, Lake Hood and Merrill Field. **FAR 93 crossing altitudes do not provide standard wake turbulence separation.**

**Ted Stevens Anchorage International 6R/L and 24 R/L:** Anchorage Runway 6 or 24 operations place large/heavy jet aircraft over traditional VFR flyways to/from Ted Stevens Anchorage International, Lake Hood and Merrill Field. Aircraft transiting the airspace east of Seward Highway are recommended to use the Chugach and Eastside Transitions for wake turbulence avoidance. Aircraft to/from Merrill Field are recommended to use the Potter Arrival or Departure for wake turbulence avoidance.

**Transition Routes:** Several transitional routes have been established in the Anchorage Terminal Area to assist pilots in avoiding areas prone to wake turbulence encounters. These routes are intended to be flown in conjunction with established and/or assigned arrival and departure procedures.

**Adjacent airport routes:** Routes to/from Anchorage area airports have been established with an altitude for each route to reduce the interaction between aircraft transiting to/from the different airports.

If you have Internet access, you may view a color graphic of this configuration at: [www.alaska.faa.gov/ata/rteinteractions.html](http://www.alaska.faa.gov/ata/rteinteractions.html) .

## GPS COORDINATES FOR VFR REPORTING POINTS

Note: This is a partial list of flagged and un-flagged VFR reporting points most commonly used in the Anchorage area. **Most of these coordinates are approximate and should be used for VFR reference only, not for navigation.**

Barabara Lake	N60 51.0	W150 14.0
Big Lake	N61 32.0	W149 55.0
Birchwood Airport	N61 25.0	W149 30.5
Boat Hull	N61 14.3	W150 00.0
Eagle River Bridge	N61 18.5	W149 34.0
Bryant AHP	N61 15.8	W149 39.3
Campbell Airstrip	N61 09.52	W149 46.84
Chickaloon Flats	N60 55.0	W150 03.0
Figure 8 Lake	N61 18.6	W150 27.0
Fire Island	N61 09.0	W150 14.0
Flat Horn Lake	N61 28.0	W150 25.5
Flying Crown Airport	N61 06.4	W149 51.8
Goose Bay Airport	N61 23.7	W149 50.7
Horseshoe Lake	N61 21.5	W150 09.0
Moose Point	N60 57.5	W150 41.0
Mouth Big Susitna R.	N61 15.0	W150 35.0
Mouth Little Susitna R.	N61 15.4	W150 17.8
Muldoon Rd. Overpass	N61 13.7	W149 42.3
Pt. Mackenzie	N61 14.3	W149 59.0
Pt. Noname	N61 16.0	W149 55.0
Pt. Possession	N61 02.3	W150 22.5
Polaris School	N61 09.8	W149 50.8
Potter	N61 03.1	W149 47.5
Power Line Bend	N61 18.0	W150 62.0
1nm North	N61 19.0	W150 62.0
Redshirt Lake	N61 37.0	W150 10.0
Substation	N61 14.8	W150 01.8
Twin Island Lake	N61 19.0	W150 00.8

Other VFR reporting points not listed here may be found on the Anchorage Sectional and VFR Terminal Area charts and this publication.

## ANCHORAGE AREA AWOS AND ASOS NUMBERS

Anchorage	ASOS	--	248-2033
Birchwood	AWOS	135.55	688-0826
Lake Hood	ASOS	--	245-1618
Merrill Field	ASOS	--	272-0542
Palmer	ASOS	134.75	746-6675
Seward	ASOS	135.2	224-2440
Wasilla	AWOS	135.25	373-3801

**14 CFR Part 93**  
**(known locally as FAR 93)**  
**14 CFR Part 93 Terminal Area Description**

Section 93.55 Subdivision of Terminal Area.

The Anchorage, Alaska, Terminal Area is subdivided as follows:

**(a) International segment.** That area from the surface to and including 4,100 feet MSL, within a 5.2-mile radius of the Anchorage International ATCT; excluding that airspace east of the 350° bearing from the Anchorage International ATCT and north of the 090° bearing from the Anchorage International ATCT and east of a line bearing 180° and 360° from the intersection of the new Seward Highway and International Airport Road and the airspace extending upward from the surface to but not including 600 feet MSL, south of latitude 61° 08' 28"N.

**(b) Merrill segment.** That area from the surface to and including 2,500 feet MSL, within a line beginning at Point Noname; thence direct to the mouth of Ship Creek; thence direct to the intersection of the Glenn Highway and Muldoon Road; thence south along Muldoon Road to Tudor Road; thence west along Tudor Road to the new Seward Highway; thence direct to West Anchorage High School; thence direct to Point MacKenzie; thence via the north bank of Knik Arm to the point of beginning.

**(c) Lake Hood segment.** That area from the surface to and including 2,500 feet MSL, within a line beginning at Point MacKenzie; thence direct to West Anchorage High School; thence direct to the intersection of Tudor Road and the new Seward Highway; thence south along the new Seward Highway to the 090° bearing from the Anchorage International ATCT; thence west direct to the Anchorage International ATCT; thence north along the 350° bearing from the Anchorage International ATCT to the north bank of Knik arm; thence via the north bank of Knik Arm to the point of beginning.

**(d) Elmendorf segment.** That area from the surface to and including 3,000 feet MSL, within a line beginning at Point Noname; thence via the north bank of Knik Arm to the intersection of the 4.7-mile radius of Elmendorf AFB; thence clockwise along the 4.7-mile radius of Elmendorf AFB to longitude 149° 46' 44"W.; thence south along longitude 149° 46' 44"W. to latitude 61° 19' 10"N.; thence to latitude 61° 17' 58"N., longitude 149° 44' 08"W.; thence to latitude 61° 17' 30"N., longitude 149° 43' 08"W.; thence south along longitude 149° 43' 08"W. to the Glenn Highway; thence south and west along the Glenn Highway to Muldoon Road; thence direct to the mouth of Ship Creek; thence direct to the point of beginning.

**(e) Bryant segment.** That area from the surface to and including 2,000 feet MSL, within a line beginning at latitude  $61^{\circ} 17' 13''$  N., longitude  $149^{\circ} 37' 35''$  W.; thence west along latitude  $61^{\circ} 17' 13''$  N., to longitude  $149^{\circ} 43' 08''$  W.; thence south along longitude  $149^{\circ} 43' 08''$  W., to the Glenn Highway; thence north and east along the Glenn Highway to Ski Bowl Road; thence southeast along the Ski Bowl Road to a point one-half mile south of the Glenn Highway; thence north and east one-half mile south of and parallel to the Glenn Highway to its intersection with a line one-half mile east of and parallel to the Bryant Airport Runway 16/34 extended centerline; thence northeast along a line one-half mile east of and parallel to Bryant Airport runway 16/34 extended centerline to the point of beginning.

**(f) Seward Highway segment.** That area from the surface to and including 4,100 feet MSL, within a line beginning at the intersection of a line bearing  $180^{\circ}$  from the intersection of the new Seward Highway and International Airport Road, and O'Malley Road; thence east along O'Malley Road to its intersection with Lake Otis Park Way, latitude  $61^{\circ} 40' 23''$  N., long  $149^{\circ} 50' 03''$  W.; thence northerly along Lake Otis Park Way to its intersection with Abbott Road, latitude  $61^{\circ} 08' 14''$  N., longitude  $149^{\circ} 50' 03''$  W.; thence east along Abbott Road to its intersection with Abbott Loop Road, latitude  $61^{\circ} 08' 14''$  N., longitude  $149^{\circ} 48' 16''$  W.; thence due north to intersect with Tudor Road, latitude  $61^{\circ} 10' 51''$  N., longitude  $149^{\circ} 48' 16''$  W.; thence west along Tudor Road to its intersection with the new Seward Highway, latitude  $61^{\circ} 10' 51''$  N., longitude  $149^{\circ} 51' 38''$  W.; thence south along the new Seward Highway to its intersection with a line bearing  $180^{\circ}$  and  $360^{\circ}$  from the intersection of the new Seward Highway and International Airport Road; thence south to the point of beginning.

## **FAR Part 93 General Operating Rules**

The following are excerpts from FAR Part 93 Special Air Traffic Rules and Airport Traffic Patterns. FAR Part 93, Subpart D, describes the Anchorage, Alaska, Terminal Area and prescribes special air traffic rules for that area. In addition, it prescribes rules governing the operation of aircraft in the vicinity of the airports described therein.

### **Section 93.57 General rule: All segments.**

(a) Each person operating an aircraft to, from, or on an airport within the Anchorage, Alaska, Terminal Area shall operate that aircraft according to the rules set forth in this section and Sections 93.59, 93.61, 93.63, 93.65, 93.67, or 93.68 as applicable, unless otherwise authorized or required by ATC.

(b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.

(c) Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.

(d) Except as provided in Section 93.65 (d) and (e), and Section 93.67(b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.

(e) Except as provided in Sections 93.63(d) and 93.67(b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

### **Section 93.59 General rules: International segment.**

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

### **Section 93.61 General rules: Lake Hood segment.**

- (a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

### **Section 93.63 General rules: Merrill segment.**

- (a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.
- (d) Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

### **Section 93.65 General rules: Elmendorf segment.**

- (a) Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.

(d) A person landing or departing from Elmendorf AFB may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.

(e) A person landing or departing from Elmendorf AFB may operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.

(f) A person operating in VFR conditions, at or below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the longitude 149° 43' 08"W.; thence west along Farrell Road to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine to the northwest bank of Knik Arm; is not required to establish two-way radio communications with ATC.

#### **Section 93.67 General rules: Bryant segment.**

(a) Each person operating an airplane to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate that airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

#### **Section 93.68 General rules: Seward Highway segment.**

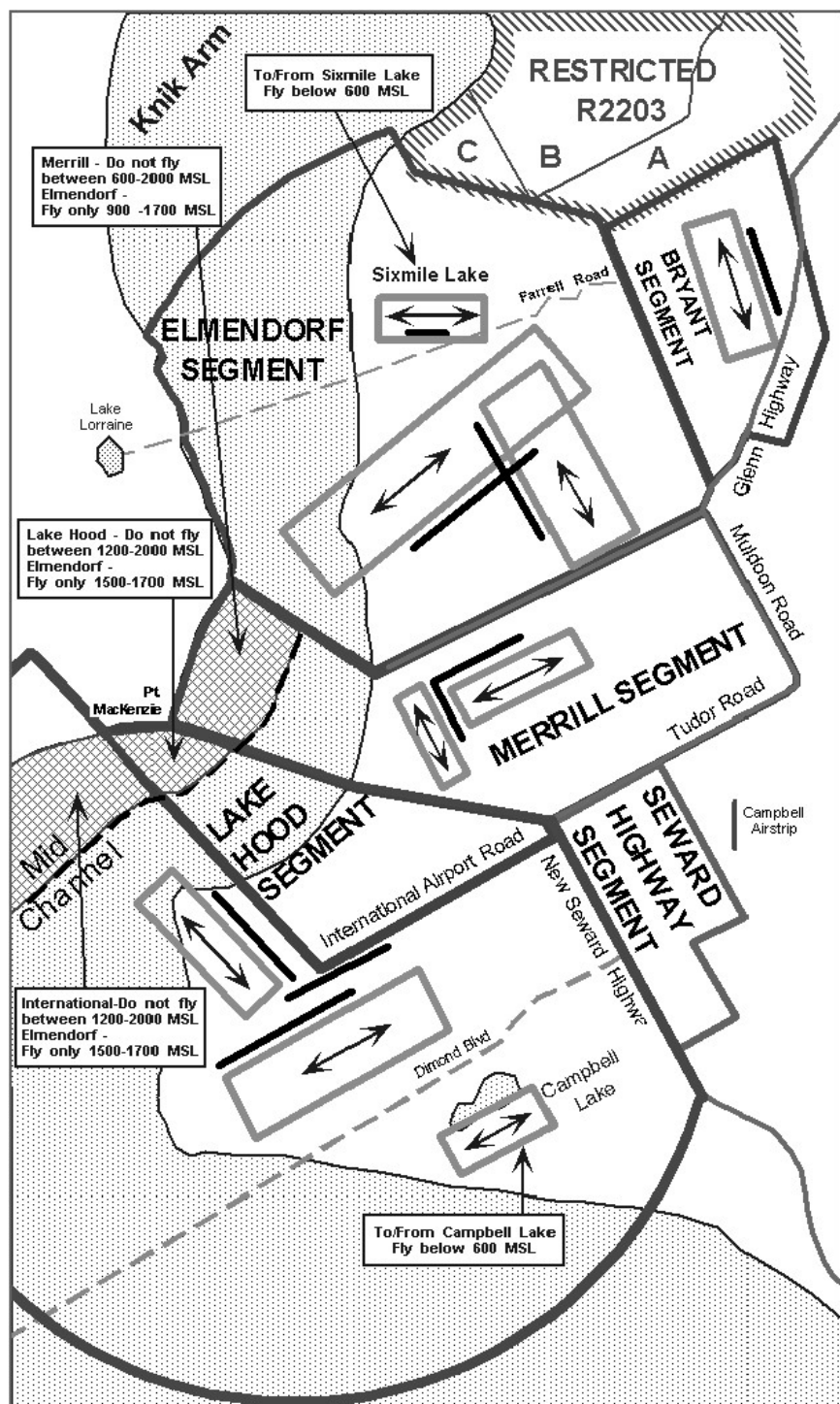
(a) Each person operating an airplane in the Seward Highway segment shall operate that airplane at an altitude of at least 1,000 feet MSL unless maneuvering for a safe landing requires further descent.

(b) Each person operating an aircraft at or below 1,200 feet MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1,200 feet MSL in this segment shall contact Anchorage Approach Control.

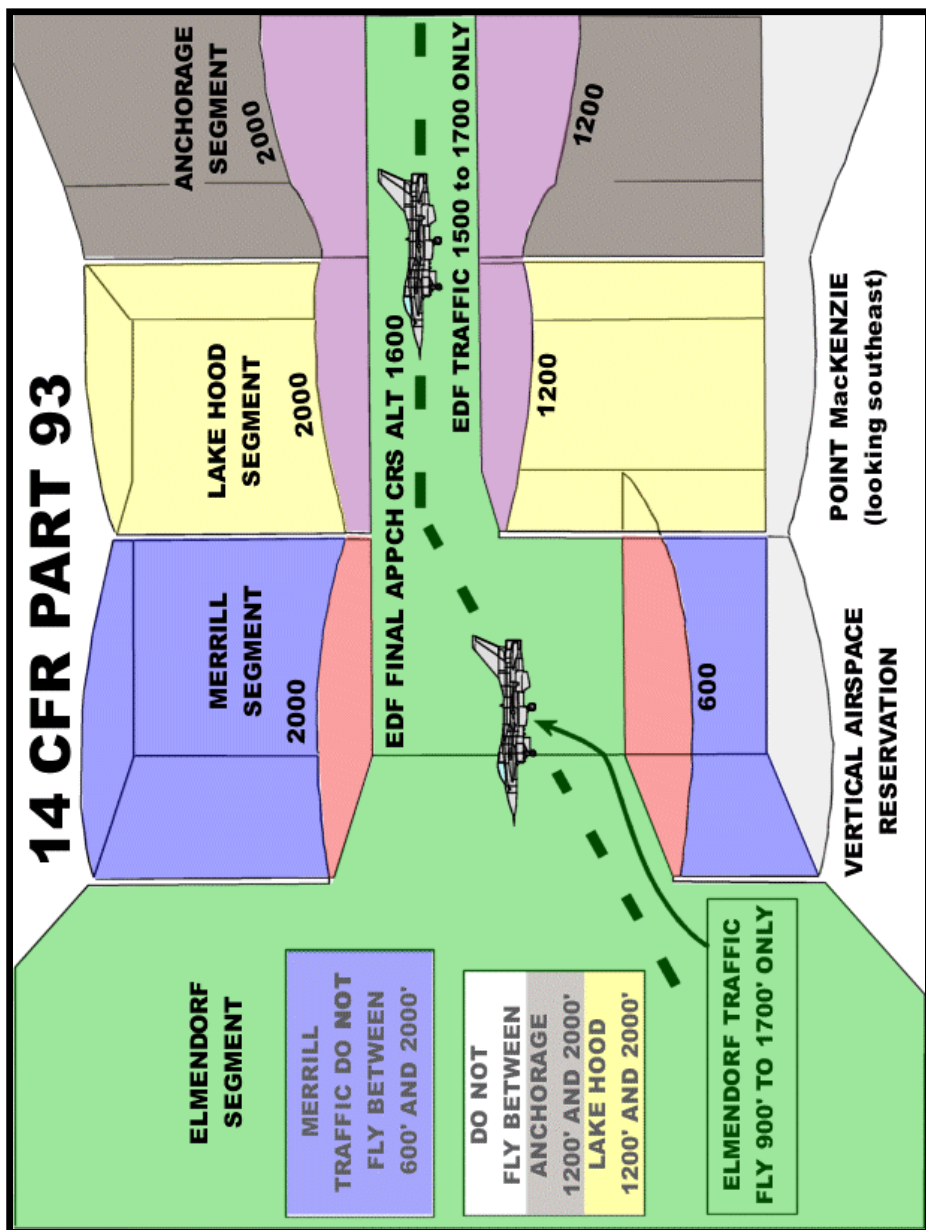
(c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

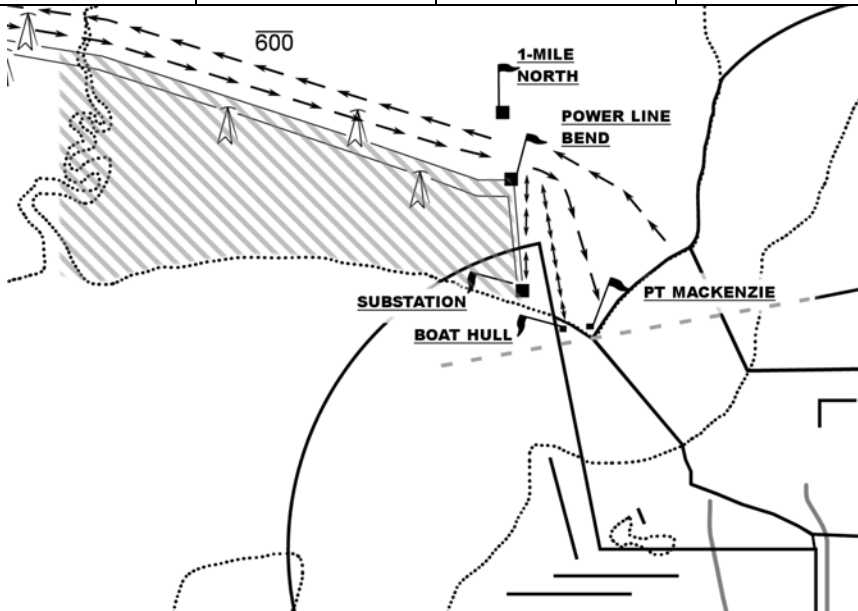
#### **Section 93.69 Special Requirements, Lake Campbell and Sixmile Lake Airports.**

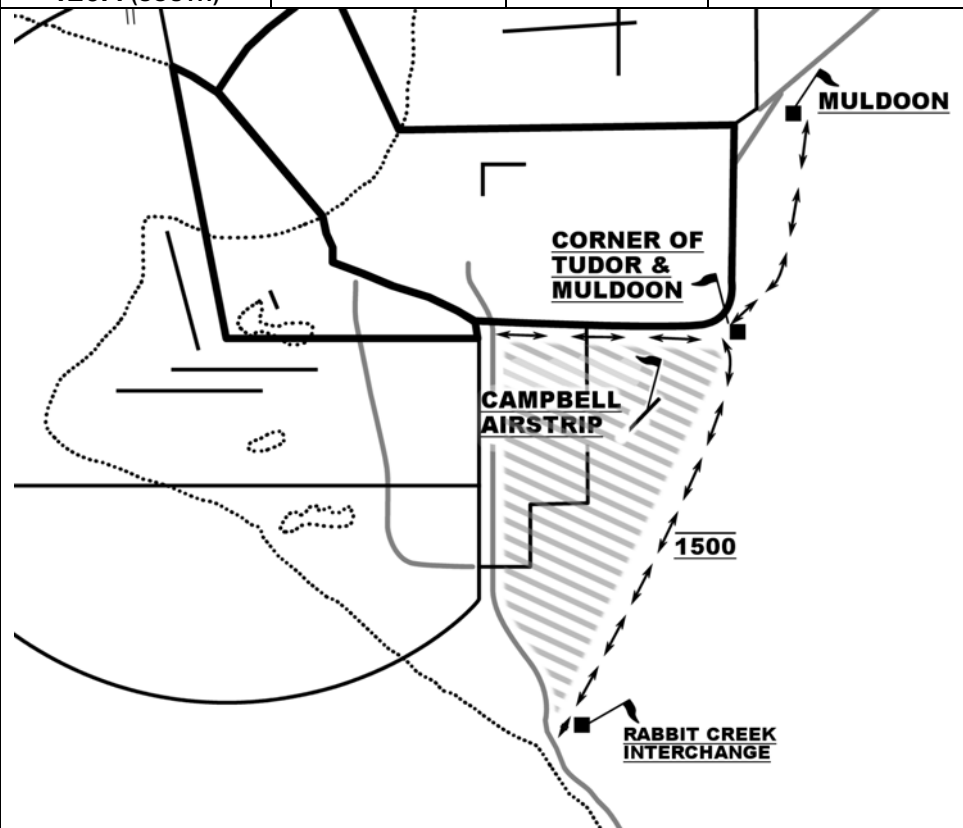
Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.

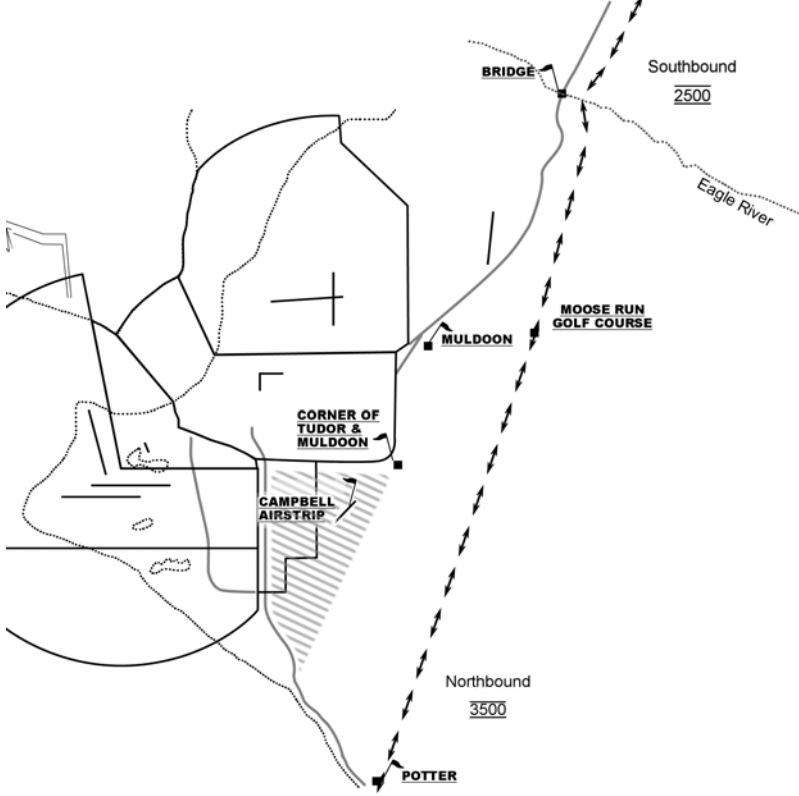


# 14 CFR PART 93



ANCHORAGE, ALASKA	VFR TRANSITION ROUTE	POWER LINE TRANSITION ALL ANCHORAGE AREA AIRPORTS AND SEAPLANE BASES	
<b>ROUTE PURPOSE:</b> The POWER LINE TRANSITION is for VFR aircraft whose route of flight follows the north shoreline of Cook Inlet. This route enhances wake turbulence separation from aircraft using Ted Stevens Anchorage International Airport and Elmendorf AFB.			
ANCHORAGE APP CON 119.1	ANCHORAGE ATIS 118.4 TOWER 118.3	LAKE HOOD ATIS 125.6 TOWER 126.8	MERRILL ATIS 123.7 TOWER 126.0
			
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b>			
<b>ROUTE INSTRUCTIONS:</b>  <b>ARRIVING AIRCRAFT:</b> Fly along the power lines on the north side. Maintain at or below 600' MSL until Power Line Bend.  <b>DEPARTING AIRCRAFT:</b> <u>Fly one mile north of the power lines.</u> (No visual reference for 1-Mile North, see page 2 for GPS coordinates.) Maintain at or below 600' MSL until crossing the Little Susitna River.  See page 1 for recommended wake turbulence avoidance information.			

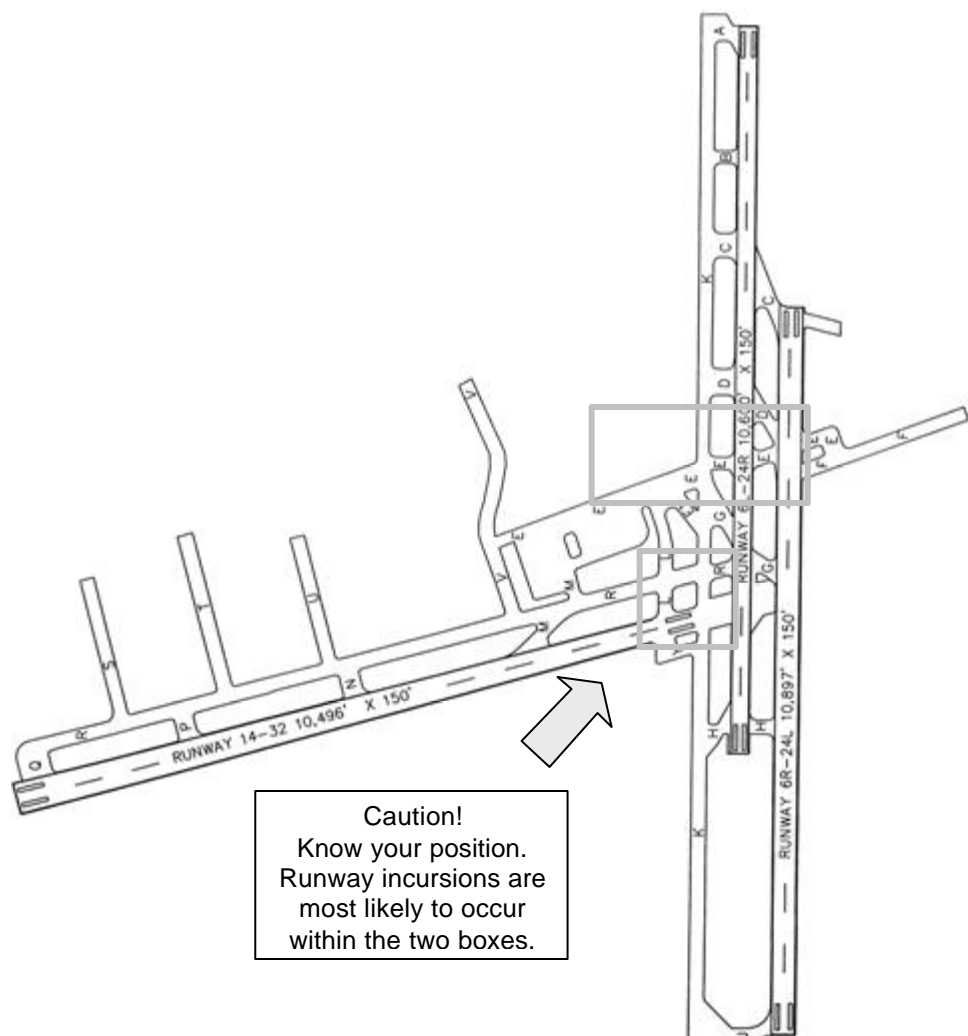
ANCHORAGE, ALASKA		VFR TRANSITION ROUTE		CHUGACH TRANSITION ALL ANCHORAGE AREA AIRPORTS AND SEAPLANE BASES	
<b>ROUTE PURPOSE:</b> VFR aircraft transiting the area east of Ted Stevens Anchorage International Airport may use the CHUGACH TRANSITION. This route avoids the Seward Highway Segment (as defined in CFR 14 Part 93) and significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.					
ANCHORAGE APP CON <b>119.1 (NORTH)</b> <b>126.4 (SOUTH)</b>		ANCHORAGE <b>ATIS 118.4</b> <b>TOWER 118.3</b>		LAKE HOOD <b>ATIS 125.6</b> <b>TOWER 126.8</b>	
MERRILL <b>ATIS 123.7</b> <b>TOWER 126.0</b>					
					
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE – NOT TO BE USED FOR NAVIGATION</b>					
<b>ROUTE INSTRUCTIONS:</b>  <b>ALL AIRCRAFT:</b> Remain east of a line from the corner of Tudor and Muldoon roads to Rabbit Creek Interchange and maintain 1,500' MSL, then proceed as required.  See page 1 for recommended wake turbulence avoidance information.					

ANCHORAGE, ALASKA	VFR OVERFLIGHT ROUTE	EASTSIDE OVERFLIGHT
<b>ROUTE PURPOSE:</b> The EASTSIDE OVERFLIGHT provides an orderly route for transiting the Anchorage bowl while avoiding Class C/D airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.		
ENA AFSS <b>122.3</b>	ANCHORAGE APP CON <b>119.1 (NORTH)</b>	ANCHORAGE APP CON <b>126.4 (SOUTH)</b>
		
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b>		
<b>ROUTE INSTRUCTIONS:</b>  <b>NORTH TO SOUTH:</b> Fly southbound along the Glenn Highway to the Eagle River Bridge, then direct Moose Run Golf Course, direct Potter, maintain 2500' MSL.  <b>SOUTH TO NORTH:</b> Proceed from Potter direct to Moose Run Golf Course, direct Eagle River Bridge, then northbound along the Glenn Highway, maintain 3500' MSL.  See page 1 for recommended wake turbulence avoidance information.		

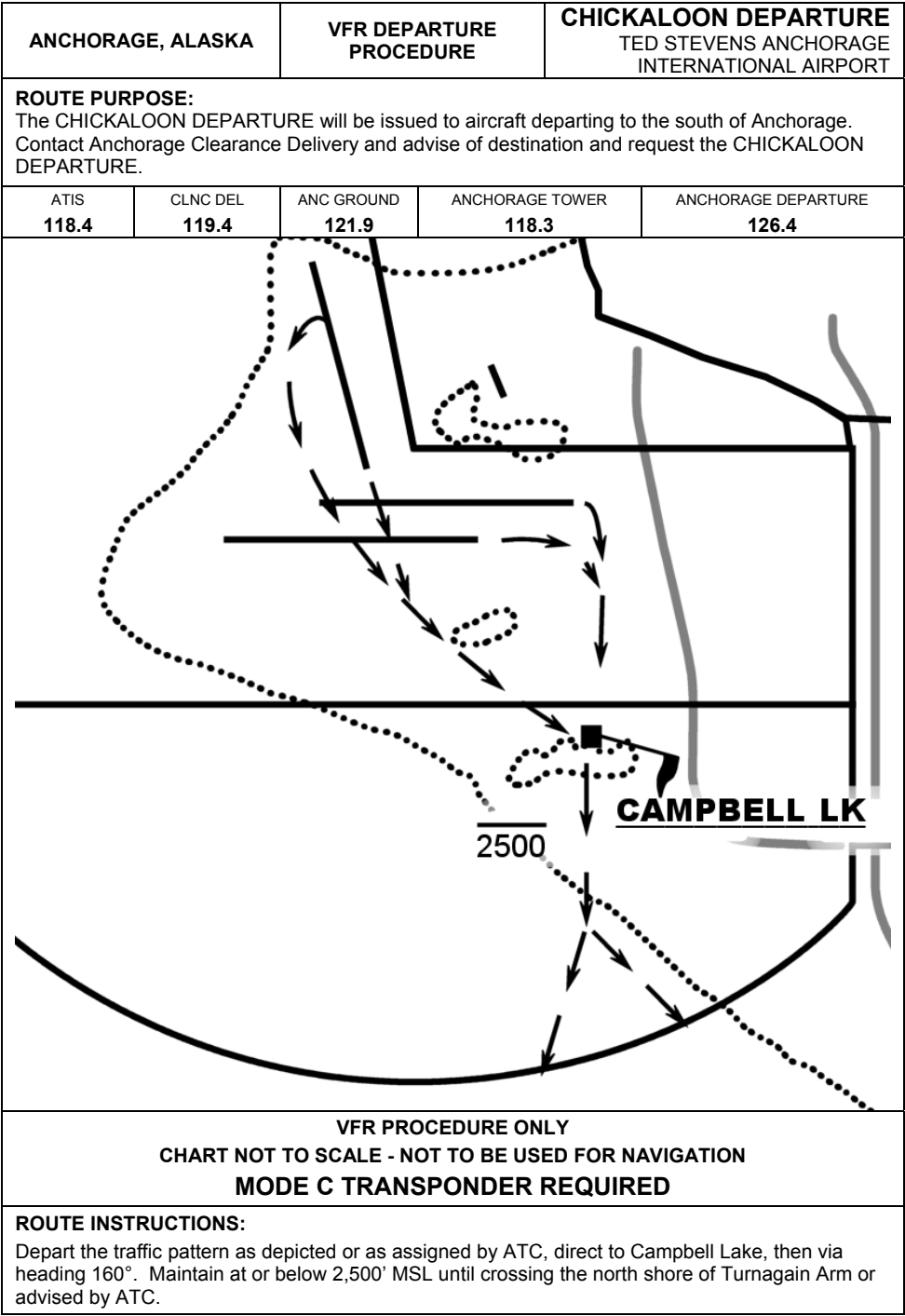
ANCHORAGE, ALASKA		VFR TRANSITION ROUTE	FIRE ISLAND ROUTE CAMPBELL LAKE SAND LAKE	
ROUTE PURPOSE: The FIRE ISLAND ROUTE is a recommended route for use by aircraft operating to or from Campbell Lake and Sand Lake when overflight of Ted Stevens Anchorage International Airport is not desired.				
ATIS 118.4	CLNC DEL 119.4	ANCHORAGE TOWER 118.3	ANCHORAGE APP CON 119.1 (North of Fire Island) 126.4 (South of Fire Island)	
VFR PROCEDURE ONLY CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION				
ROUTE INSTRUCTIONS: All aircraft maintain at or below 600' MSL. Campbell Lake aircraft proceed as depicted. Sand Lake departures contact Anchorage Clearance Delivery on 119.4/128.65 or Anchorage Tower prior to or immediately after departure.  See page 1 for recommended wake turbulence avoidance information.				

# Ted Stevens Anchorage International Airport

## Airport Layout





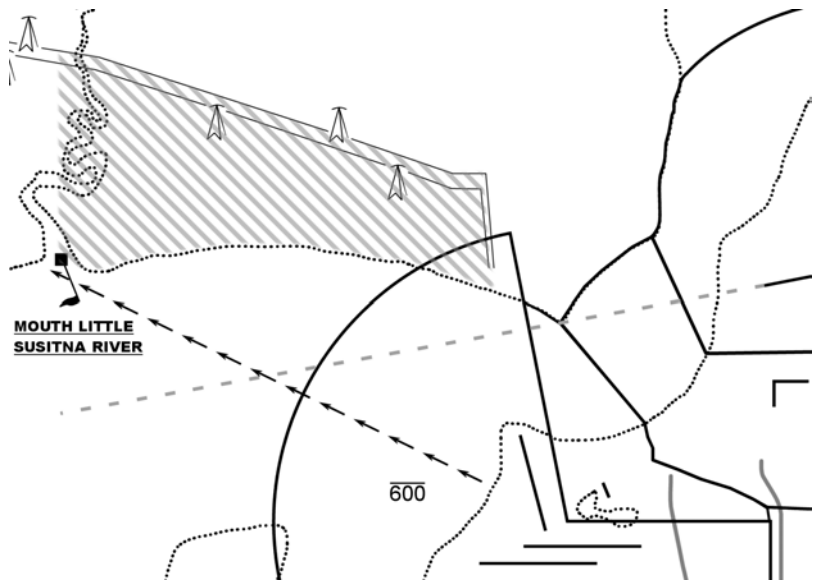


<b>ANCHORAGE, ALASKA</b>	<b>VFR DEPARTURE PROCEDURE</b>	<b>LITTLE SU DEPARTURE</b> TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT
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**ROUTE PURPOSE:**

The LITTLE SU DEPARTURE may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4/128.65 and request the LITTLE SU DEPARTURE.

ATIS <b>118.4</b>	CLNC DEL <b>119.4/128.65</b>	ANC GND <b>121.9</b>	ANCHORAGE TOWER <b>118.3</b>	ANCHORAGE DEPARTURE <b>118.6 or 135.15 as assigned</b>
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**VFR PROCEDURE ONLY**  
**CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION**  
**MODE C TRANSPONDER REQUIRED**

**ROUTE INSTRUCTIONS:**

Depart the traffic pattern as assigned by ATC. Proceed direct to the Mouth of the Little Susitna River. Maintain at or below 600' MSL.

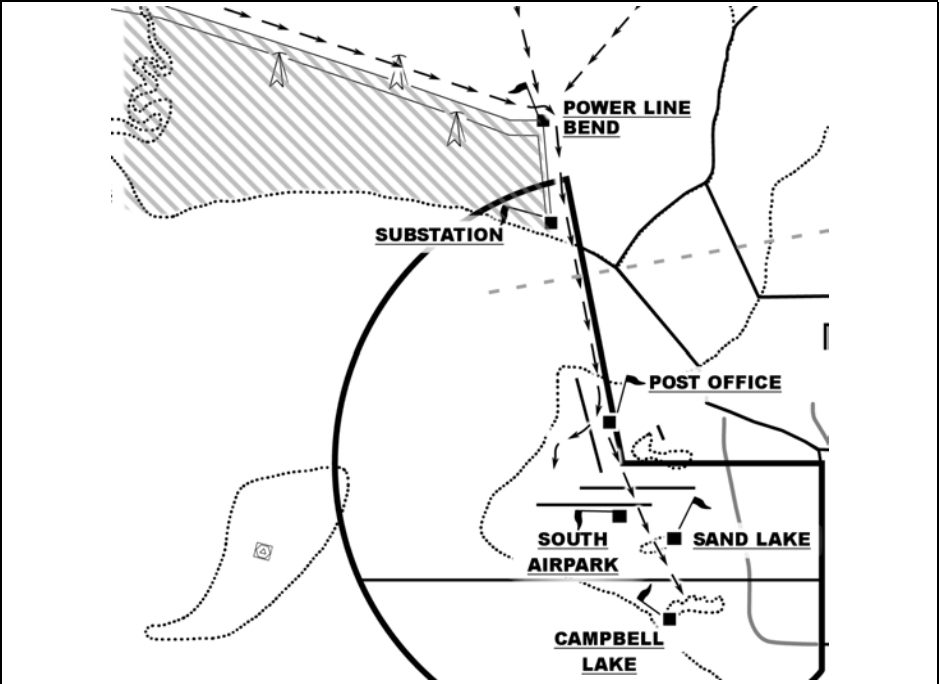
See page 1 for recommended wake turbulence avoidance information.

<b>ANCHORAGE, ALASKA</b>	<b>VFR ARRIVAL PROCEDURE</b>	<b>MACKENZIE ARRIVAL</b> TED STEVENS ANCHORAGE INTL CAMPBELL LAKE SAND LAKE
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**ROUTE PURPOSE:**

The MACKENZIE ARRIVAL will be issued to aircraft arriving from north of Anchorage. Contact Anchorage Approach Control at least 15 miles north of the airport. On initial contact request MACKENZIE ARRIVAL.

ATIS <b>118.4</b>	ANCHORAGE APPROACH <b>119.1</b>	ANCHORAGE TOWER <b>118.3</b>	ANCHORAGE GROUND <b>121.9</b>
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**VFR PROCEDURE ONLY**  
**CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION**  
**MODE C TRANSPONDER REQUIRED**

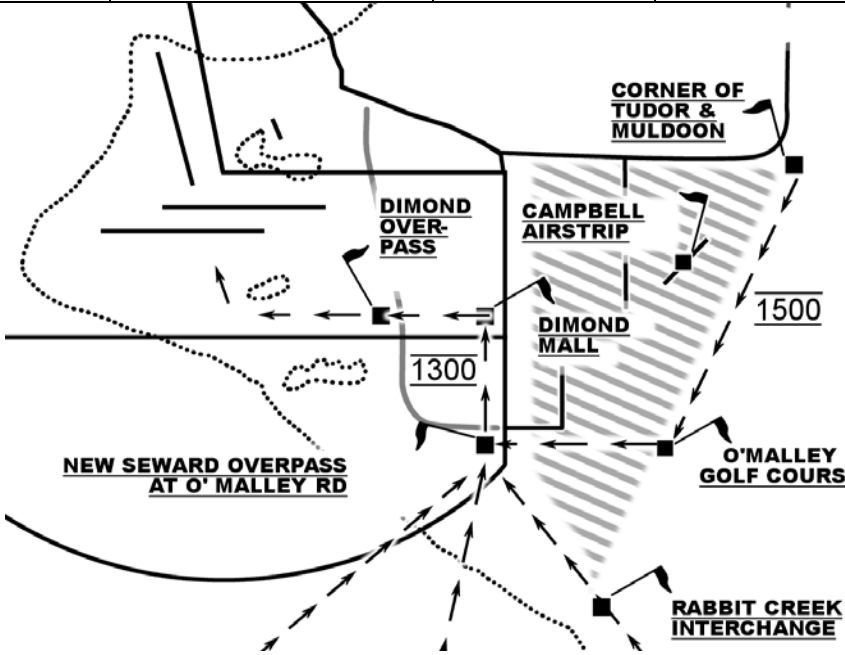
**ROUTE INSTRUCTIONS:**

From over the Power Line Bend, proceed direct to the Post Office. Cross the south shore of Knik Arm at or below 1100' MSL or at or above 2,200' MSL, then...

**LANDING ANC:** At the Post Office turn right, cross Runway 14/32 at midfield then as assigned by ATC.

**LANDING CAMPBELL LAKE OR SAND LAKE:** After passing the Post Office, proceed over South Airpark or as assigned by ATC.

See page 1 for recommended wake turbulence avoidance information.

ANCHORAGE, ALASKA	VFR ARRIVAL PROCEDURE	DIMOND MALL ARRIVAL TED STEVENS ANCHORAGE INTL	
<b>ROUTE PURPOSE:</b> The DIMOND MALL ARRIVAL will be issued to aircraft arriving from northeast or south of Ted Stevens Anchorage International Airport. Contact Anchorage Approach Control at least 15 miles from the airport. On initial contact request the DIMOND MALL ARRIVAL.			
ATIS 118.4	ANCHORAGE APP CON 119.1 (NORTH) 126.4 (SOUTH)	ANCHORAGE TOWER 118.3	GND CON 121.9
			
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b> <b>MODE C TRANSPONDER REQUIRED</b>			
<b>ROUTE INSTRUCTIONS:</b>  Proceed as depicted to the New Seward overpass at O'Malley road, cross the overpass at 1,300' MSL. After crossing the New Seward / O'Malley overpass, proceed direct to the Dimond Mall, then westbound direct to the Minnesota and Dimond overpass for right base entry to Runway 6L or as assigned by ATC.  See page 1 for recommended wake turbulence avoidance information.			

# LAKE HOOD SEAPLANE BASE (LHD) LAKE HOOD STRIP (Z41)

ELEVATION 073



## LAKE HOOD SUPPLEMENTAL INFORMATION

AIRFIELD INFORMATION	
Field Elevation: 73'	
Runway / Waterlane	Dimensions
East/West	4540' x 150'
Southeast/Northwest	1370' x 150'
North/South	1930' x 200'
*South Lake Spenard	1000' x 150'
*Available for south landings with a 15-knot or greater south wind.	
Runway 13/31	2200' X 70'

COMMUNICATIONS	
Clearance Delivery	119.4
ATIS	125.6
Tower	126.8
ASOS	245-1618
APPROACH / DEPARTURE North	119.1
APPROACH / DEPARTURE East-South	126.4
ADMINISTRATION Business hours	(907) 271-2700
After hours: Contact Kenai AFSS	1-866-864-1737
or FAA Regional Operations Center	(907) 271-5936

## LAKE HOOD PROCEDURAL INFORMATION

### Taxi

The taxiways around Lake Hood and adjacent to Z41 (the Lake Hood gravel runway) are uncontrolled. Exercise caution for vehicles, pedestrians on foot and bicycles. Use of these taxiways is at pilot's risk.

### Z41

All aircraft are to hold short of Z41 until cleared for takeoff or receiving a specific clearance from air traffic control to taxi onto the runway.

### Operations in the vicinity of Point Mackenzie Substation

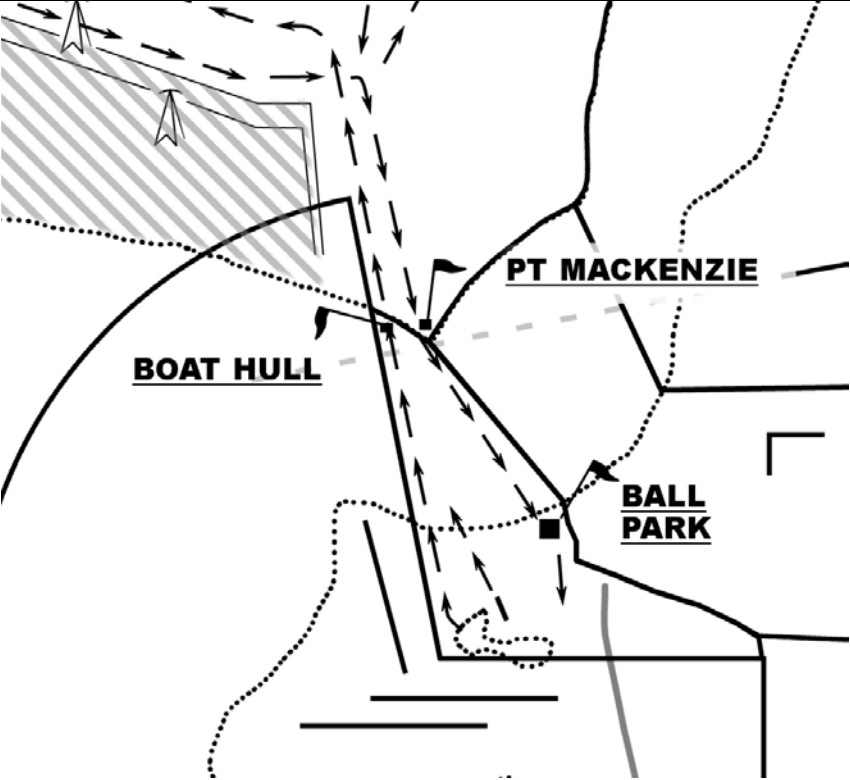
The north shoreline of the Knik Arm is an area of high aircraft congestion. Most Ted Stevens Anchorage International Airport VFR operations to and from the north are routed via the Point Mackenzie Substation.

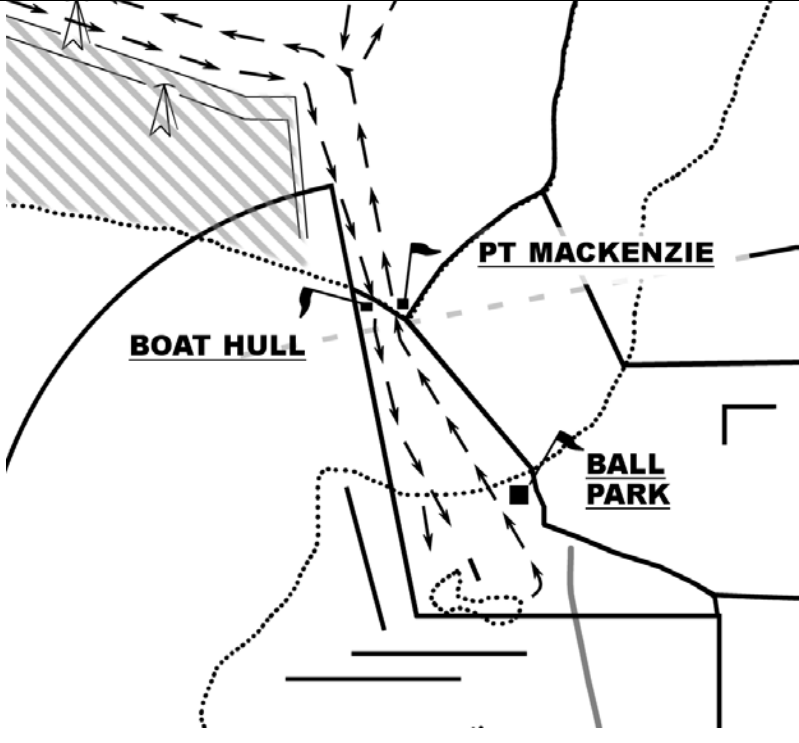
**The north shoreline in the vicinity of the Point MacKenzie Substation is in the Anchorage Class C Surface Area. As a reference, the Boat Hull is only 632 feet EAST of the Anchorage Class C Surface Area boundary. Communication with Anchorage Approach Control and an operating Mode C transponder are required to operate in Class C airspace!**

### Traffic Routes

Routes have been developed to laterally segregate arrival and departure operations at Lake Hood. This effort has resulted in specific pattern entry and reporting points. In addition to laterally segregating traffic, route altitudes are added as an extra margin of safety. Class C services are not provided within the Lake Hood Class D airspace.

The Lake Hood ATIS broadcast includes the route in use. When arriving, the pilot can expect the tower controller to request a position report over one or more points associated with the route. The following pages depict and describe the different routes.

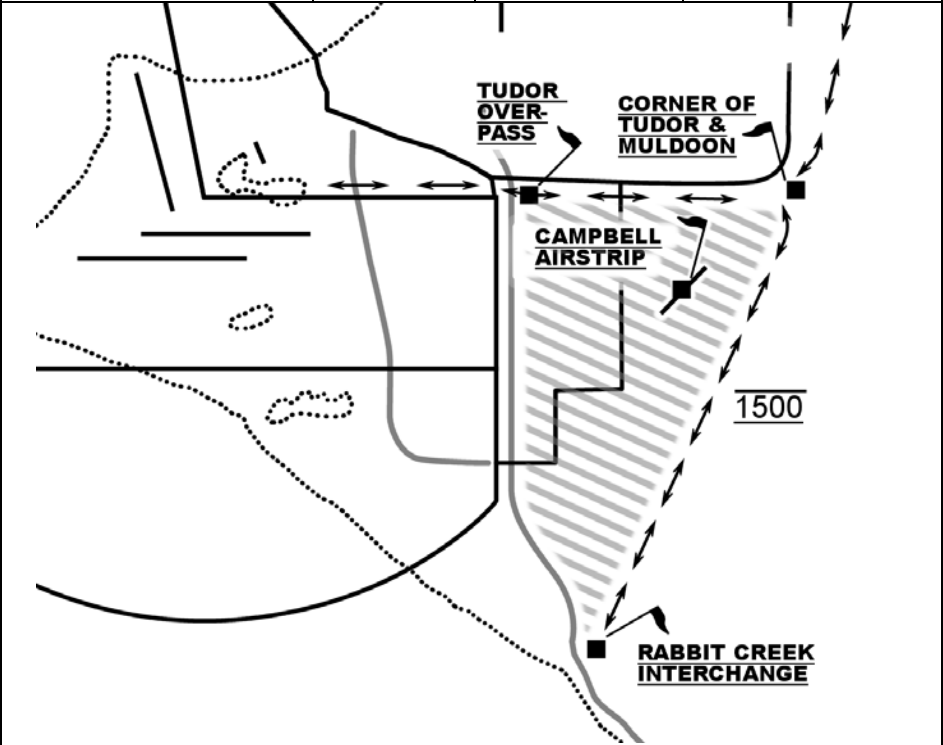
<b>ANCHORAGE, ALASKA</b>	<b>VFR ARRIVAL / DEPARTURE ROUTE</b>	<b>WEST ROUTE</b> LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP
<b>ROUTE PURPOSE:</b> The WEST ROUTE is for aircraft operating to/from north of Lake Hood Seaplane Base. This route is used when the Lake Hood Seaplane Base traffic pattern is in a "west flow", i.e. landing and departing the West, North or Northwest waterlanes and Runway 31.		
LAKE HOOD ATIS <b>125.6</b>	LAKE HOOD TOWER <b>126.8</b>	ANCHORAGE APP CON <b>119.1</b>
		
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b>		
<b>ROUTE INSTRUCTIONS:</b>  <b>DEPARTING AIRCRAFT:</b> Proceed northbound to the Boat Hull as depicted. Climb to 1,200' MSL as rapidly as practical. Cross mid-channel of Knik Arm either at 1,200' MSL or above 2,200' MSL.  <b>ARRIVING AIRCRAFT:</b> Proceed inbound from Point MacKenzie as depicted. Cross mid-channel of Knik Arm either at or below 900' MSL or at or above 2,200' MSL.  See page 1 for recommended wake turbulence avoidance information.		

<b>ANCHORAGE, ALASKA</b>	<b>VFR ARRIVAL / DEPARTURE ROUTE</b>	<b>EAST ROUTE</b> LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP
<b>ROUTE PURPOSE:</b> The EAST ROUTE is for aircraft operating to/from north of Lake Hood Seaplane Base. This route is used when the Lake Hood Seaplane Base traffic pattern is in an "east flow", i.e. landing and departing the East, South or Southeast waterlanes and Runway 13.		
LAKE HOOD ATIS <b>125.6</b>	LAKE HOOD TOWER <b>126.8</b>	ANCHORAGE APP CON <b>119.1</b>
		
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b>		
<b>ROUTE INSTRUCTIONS:</b>  <b>DEPARTING AIRCRAFT:</b> Proceed northbound to Point MacKenzie as depicted. Climb to 1,200' MSL as rapidly as practical. Cross mid-channel of Knik Arm either at 1,200' MSL or above 2,200' MSL.  <b>ARRIVING AIRCRAFT:</b> Proceed inbound from the Boat Hull as depicted. Cross mid-channel of Knik Arm either at or below 900' MSL or at or above 2,200' MSL.  See page 1 for recommended wake turbulence avoidance information.		

<b>ANCHORAGE, ALASKA</b>	<b>VFR ARRIVAL / DEPARTURE ROUTE</b>	<b>TUDOR OVERPASS ARRIVAL/DEPARTURE</b> LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP
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**ROUTE PURPOSE:**  
 The TUDOR OVERPASS ARRIVAL/DEPARTURE provides an orderly route for entering and exiting the Lake Hood Class D airspace east of Lake Hood while avoiding Class C airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.

LAKE HOOD ATIS <b>125.6</b>	ANCHORAGE APP CON <b>119.1 (NORTH)</b>	ANCHORAGE APP CON <b>126.4 (SOUTH)</b>	LAKE HOOD TOWER <b>126.8</b>
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**VFR PROCEDURE ONLY**  
**CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION**

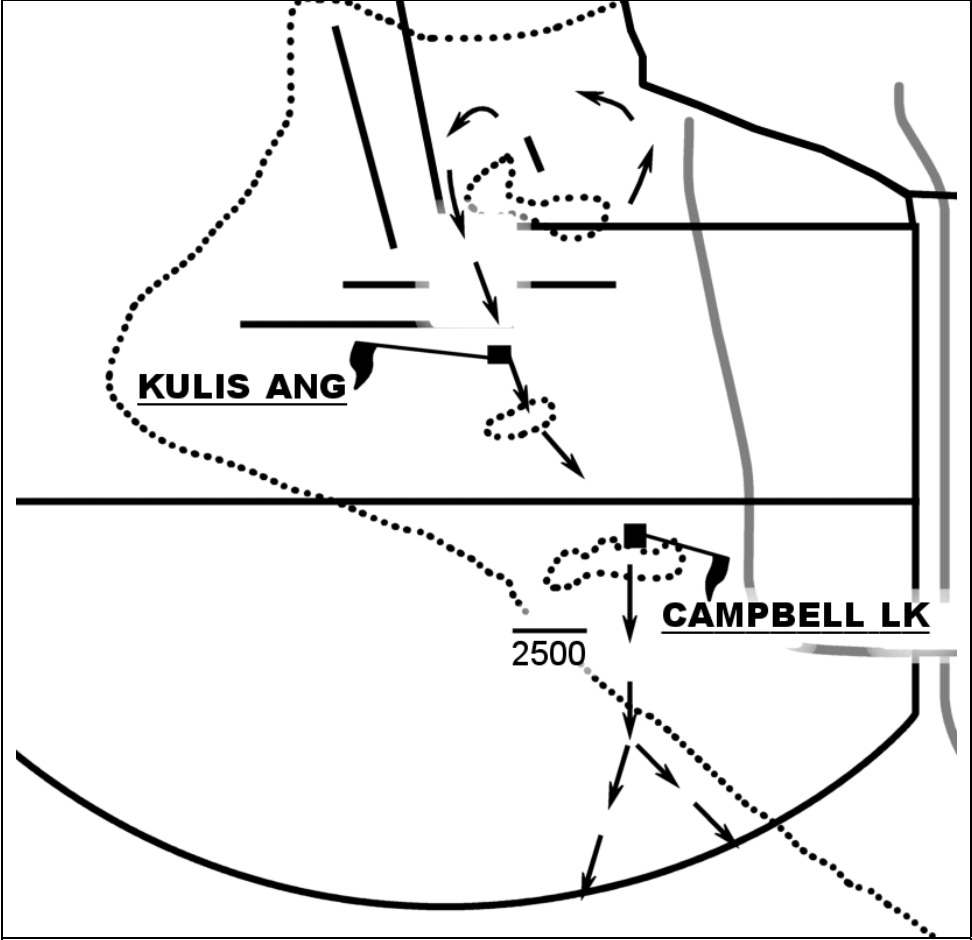
**ROUTE INSTRUCTIONS:**  
**DEPARTURES:** Depart the traffic pattern as assigned by ATC. Proceed eastbound just south of the Tudor and New Seward overpass. Remain at or below 900' MSL until east of the corner of Tudor and Muldoon.  
**EAST ARRIVALS:** Proceed from the corner of Tudor and Muldoon direct to the Tudor and New Seward Overpass at 1,500' MSL.  
**SOUTH ARRIVALS:** Proceed from Rabbit Creek Interchange to the corner of Tudor and Muldoon then direct to the Tudor and New Seward Overpass at 1,500' MSL.

See page 1 for recommended wake turbulence avoidance information.

<b>ANCHORAGE, ALASKA</b>	<b>VFR DEPARTURE PROCEDURE</b>	<b>CHICKALOON DEPARTURE</b> LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP
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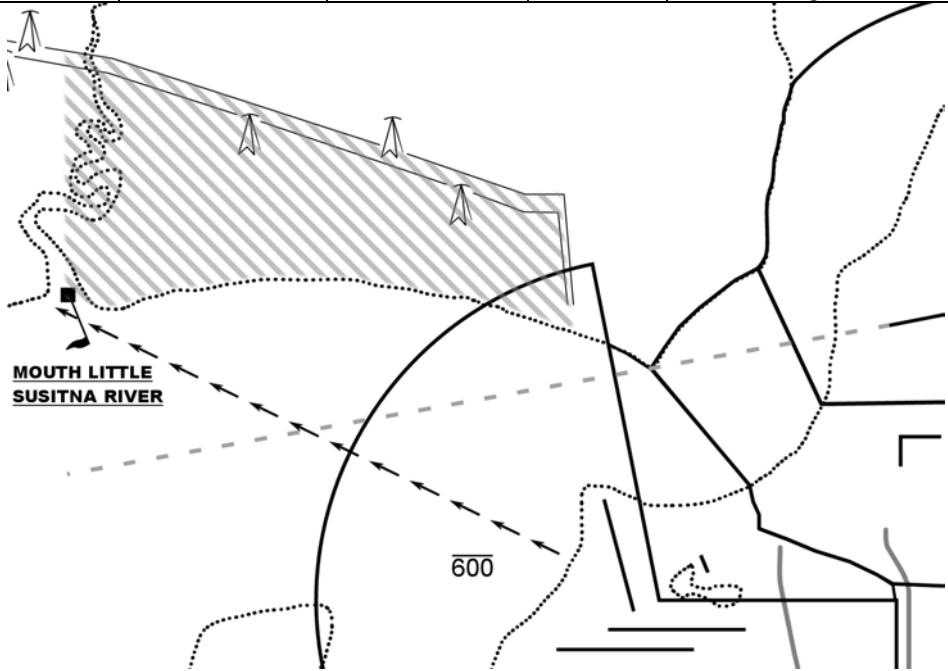
**ROUTE PURPOSE:**  
 The CHICKALOON DEPARTURE will be issued to aircraft departing to the south of Anchorage. Contact Anchorage Clearance Delivery and advise of destination and request CHICKALOON DEPARTURE.

ATIS <b>125.6</b>	CLNC DEL <b>119.4</b>	LAKE HOOD TOWER <b>126.8</b>	ANCHORAGE TOWER <b>118.3</b>	ANCHORAGE DEP CON <b>126.4</b>
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**VFR PROCEDURE ONLY**  
**CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION**  
**MODE C TRANSPONDER REQUIRED**

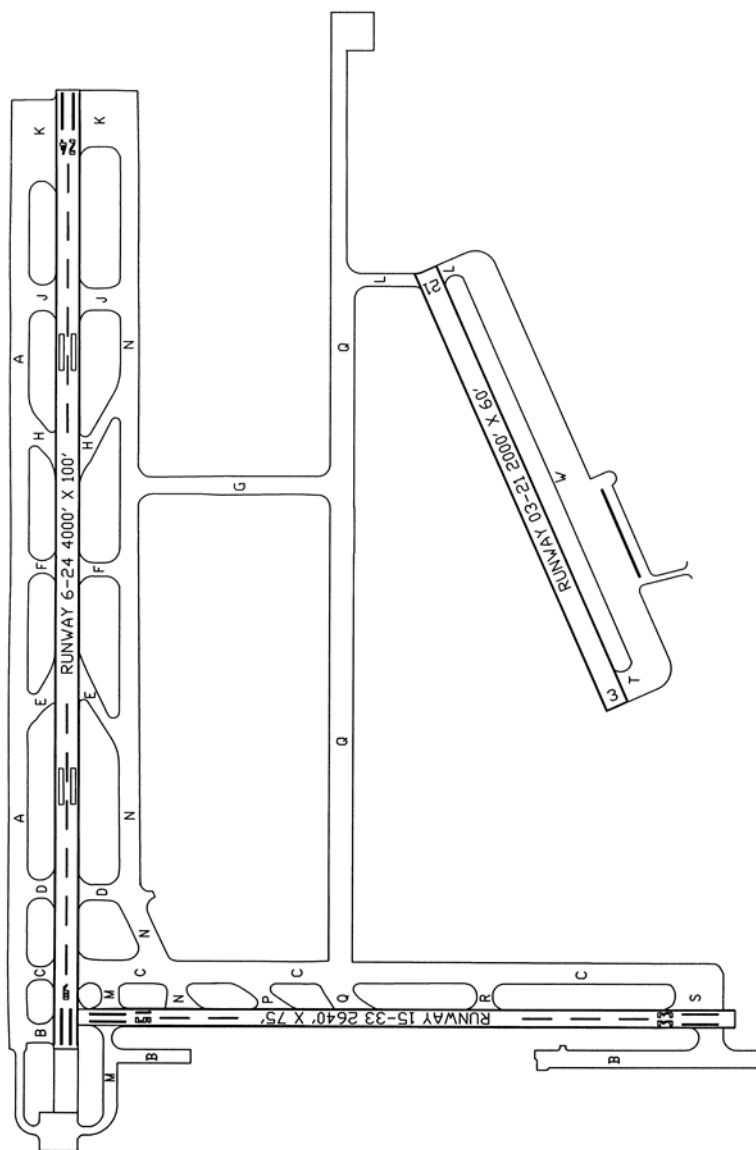
**ROUTE INSTRUCTIONS:**  
 Expect left traffic exit direct to Kulis Air National Guard Base; direct Campbell Lake, then via heading 160°. Maintain at or below 2,500' MSL until crossing the north shore of Turnagain Arm or advised by ATC.

ANCHORAGE, ALASKA		VFR DEPARTURE PROCEDURE		LITTLE SU DEPARTURE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP	
<b>ROUTE PURPOSE:</b> The LITTLE SU DEPARTURE may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4/128.65 and request the LITTLE SU DEPARTURE.					
ATIS 125.6	CLNC DEL 119.4/128.65	LAKE HOOD TOWER 126.8	ANC TOWER 118.3	ANCHORAGE DEP CON 118.6 or 135.15 as assigned	
					
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION</b> <b>MODE C TRANSPONDER REQUIRED</b>					
<b>ROUTE INSTRUCTIONS:</b> Depart the traffic pattern as assigned by Lake Hood Tower. Proceed direct to the Mouth of the Little Susitna River. Maintain at or below 600' MSL.					
See page 1 for recommended wake turbulence avoidance information.					

ANCHORAGE, ALASKA		VFR ARRIVAL ROUTE		GRAVEL PIT ARRIVAL LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP	
<b>ROUTE PURPOSE:</b> The GRAVEL PIT ARRIVAL will provide direct routing to Lake Hood from the south for Class C participating aircraft. Pilots may expect this route except during times when Ted Stevens Anchorage International Airport is departing Runway 14. Contact Anchorage Approach Control at least 15 miles from Lake Hood and request the GRAVEL PIT ARRIVAL.					
LAKE HOOD ATIS 125.6		ANCHORAGE APP CON 126.4		ANCHORAGE TOWER 118.3	
				LAKE HOOD TOWER 126.8	
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b> <b>MODE C TRANSPONDER REQUIRED</b>					
<b>ROUTE INSTRUCTIONS:</b> Proceed via the Sand Lake gravel pit direct to the Control Tower then direct to the Ball Park. Cross the gravel pit and the Anchorage Control Tower at 1,500' MSL, begin descent after the Control Tower. Expect traffic pattern entry instructions and runway assignment prior to the Ball Park. Expect frequency change to 126.8 over Anchorage Control Tower.					

# MERRILL FIELD

## Airport Layout



# MERRILL FIELD

## AIRFIELD INFORMATON

Field Elevation 137' MSL (approach end Runway 24)

RUNWAY	CENTERLINE HEADING	DIMENSIONS	OTHER INFO
6/24	065/245	4000' X 100'	.25 gradient
15/33	155/335	2640' X 75'	.26 gradient
3/21	--	2000' X 60'	gravel/unlighted

## COMMUNICATIONS

Function	Frequency	Phone Number or use
ATIS	123.7	276-2227
ASOS		272-0542
Ground Control	121.7	--
Tower	126.0	Primary / CTAF
Tower	127.55	Secondary / as assigned
Tower	134.2	as assigned
APPROACH / DEPARTURE	119.1	North
APPROACH / DEPARTURE	126.4	South
ADMINISTRATION	Business hours	907-271-2698
	After hours	866-864-1737
FAA Operations Center	24 hours	907-271-5936

## MERRILL FIELD TRAFFIC PATTERN

The Merrill Airport traffic pattern provides efficient air traffic routes and reduces noise exposure to the surrounding community. The primary touch and go runway will be Runway 6/24 unless crosswind dictates use of another runway. The calm wind (less than 3 knots) runway will be Runway 6 or 24.

For Runway 24, aircraft should turn crosswind at Ingra, keep downwind over 15<sup>th</sup> Avenue and turn base at Bragaw Street. The Runway 6 pattern is flown in reverse of the Runway 24 pattern.

CAUTION: When departing Runway 15 or arriving Runway 33, remain below the 6/24 traffic pattern until well clear.

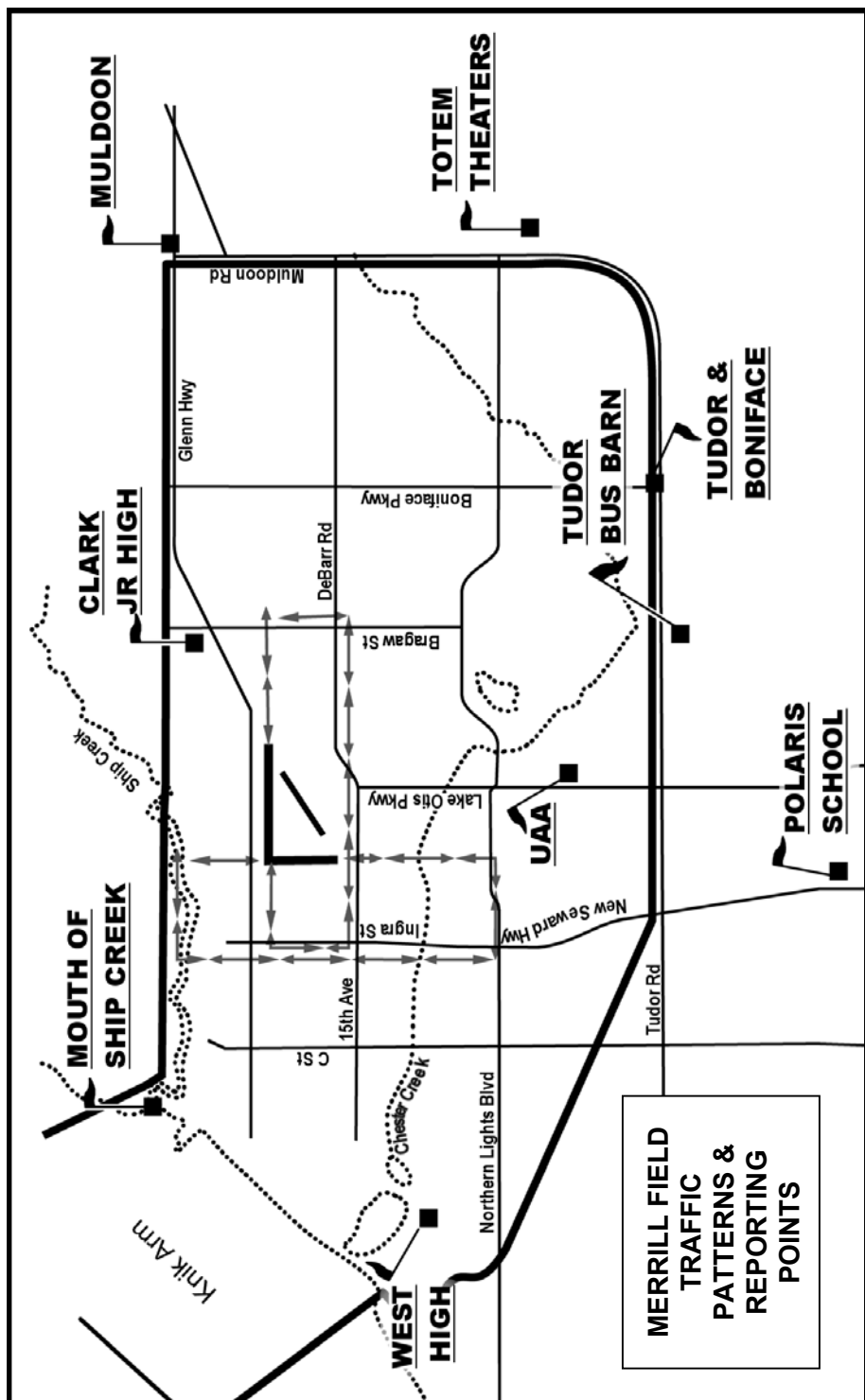
The traffic pattern altitude for aircraft operating more than 105 knots is 1200' MSL. For aircraft operating at 105 knots or less, the pattern altitude is 900' MSL. **See traffic pattern graphic on page 32.**

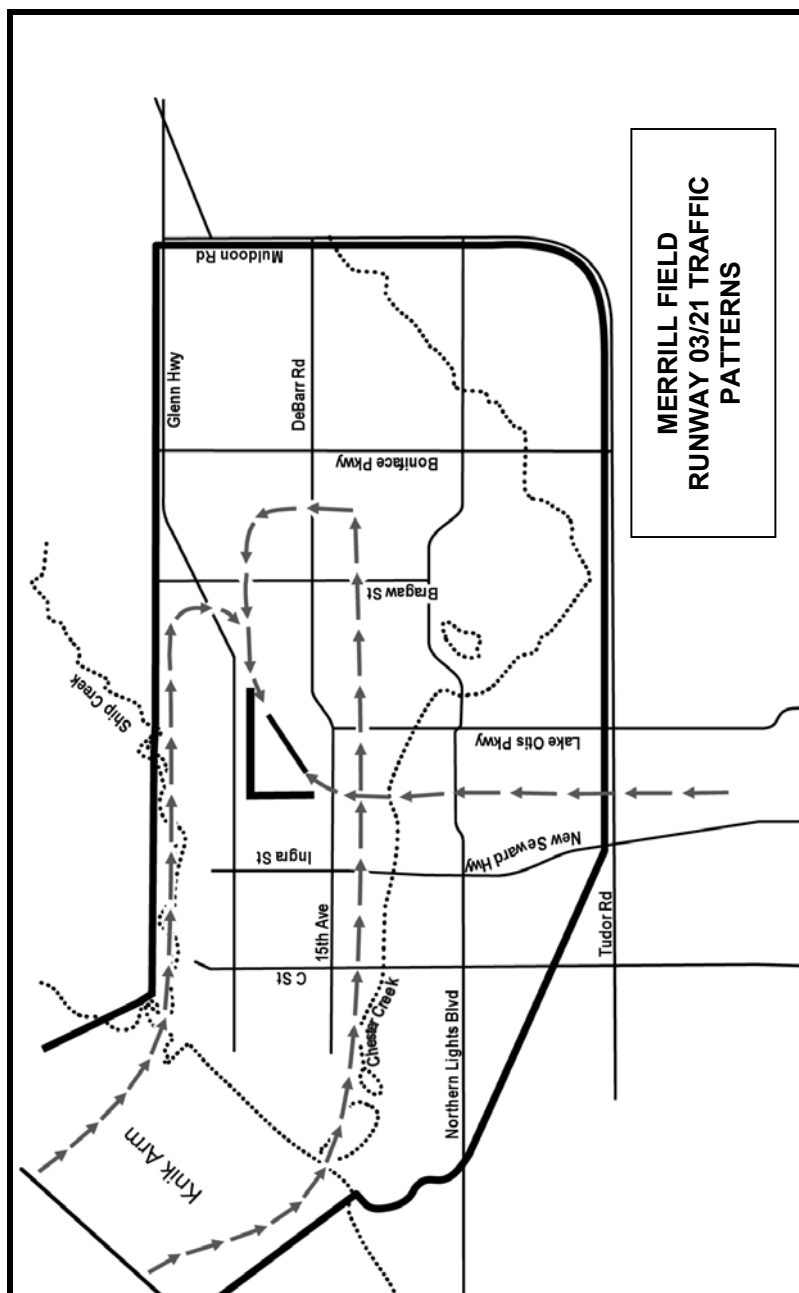
## GRAVEL/SKI RUNWAY OPERATIONS

Aircraft landing Runway 3 or 21 will be given instructions to enter the pattern for either Runway 33 for a Runway 3 landing or Runway 24 for a Runway 21 landing depending upon traffic flows. The aircraft landing on Runway 3/21 will be sequenced with traffic flows for Runway 33 or 24 and will be expected to break off the approach and turn toward their landing runway at approximately one half mile final to the assigned sequence runway. Departures will normally be routed to remain clear of the closed traffic pattern runway arrival/departure corridors. Closed traffic is not authorized on Runway 3/21. **See traffic pattern graphic on page 33.**

## NOISE SENSITIVITY

Pilots departing Merrill Field can help reduce noise by maintaining the lowest propeller RPM setting necessary for safe flight, remaining at the recommended pattern altitude as long as possible over residential areas and following the established traffic pattern until transitioning to the appropriate VFR departure route. Aircraft needing to use higher power settings for operational purposes, please request Runway 6 or 24. Plan training flights in higher performance aircraft during midday if possible.





## ARRIVAL PROCEDURES

Aircraft inbound to Merrill Field should first monitor ATIS on frequency 123.7 for landing information. After receiving ATIS, contact tower on 126.0 and provide the following information: Aircraft identification, position, and operational request with the current ATIS code. Contact Merrill Tower well outside of the Class D airspace. Arctic Valley or Moose Run Golf Course are good initial reporting points inbound from the east. Point Noname, Sleepers Strip or Point MacKenzie work well from the west and Potter Marsh or O'Malley from the south.

## DEPARTURE PROCEDURES

All aircraft departing Merrill Field should first monitor the ATIS on Frequency 123.7. After receiving ATIS, contact ground control on frequency 121.7 and provide the following information: Aircraft identification, position on the airport, departure runway request, type of departure requested and ATIS code. Pilots requesting radar services should request the transponder code and departure frequency from ground control. Advise ground control if you are requesting to depart from an intersection.

## FAR 93 ALTITUDE DEVIATIONS

Merrill tower is able to approve FAR 93 altitude deviations based upon Elmendorf traffic on the ILS final approach course. Departing aircraft should request the deviation on ground control frequency. Inbound aircraft request the deviation on initial contact. The tower controller will approve or disapprove the request based on traffic (departing aircraft expect this after airborne). Unless Class C services are requested, remain clear of the Class C airspace west of the Knik Arm. Remain on tower frequency until leaving the Merrill Class D airspace or advised by the tower.

## SVFR PROCEDURES

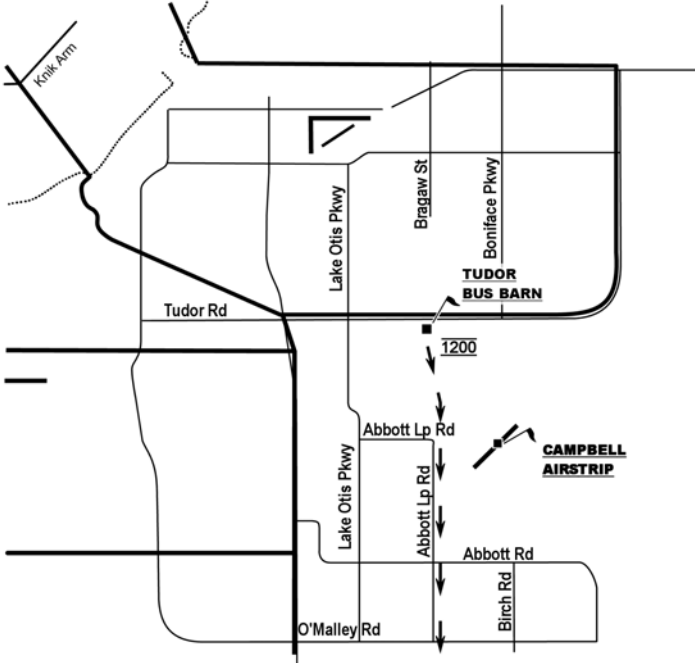
Special VFR (SVFR) operations are normally authorized by Anchorage Approach Control on a first come first served basis with IFR operations receiving priority. Pilots must request and receive a SVFR clearance prior to operating under SVFR conditions in Class D airspace. ATC may not initiate SVFR operations. If a deviation from ATC instruction or routing is necessary to maintain cloud clearance, advise ATC as soon as possible.

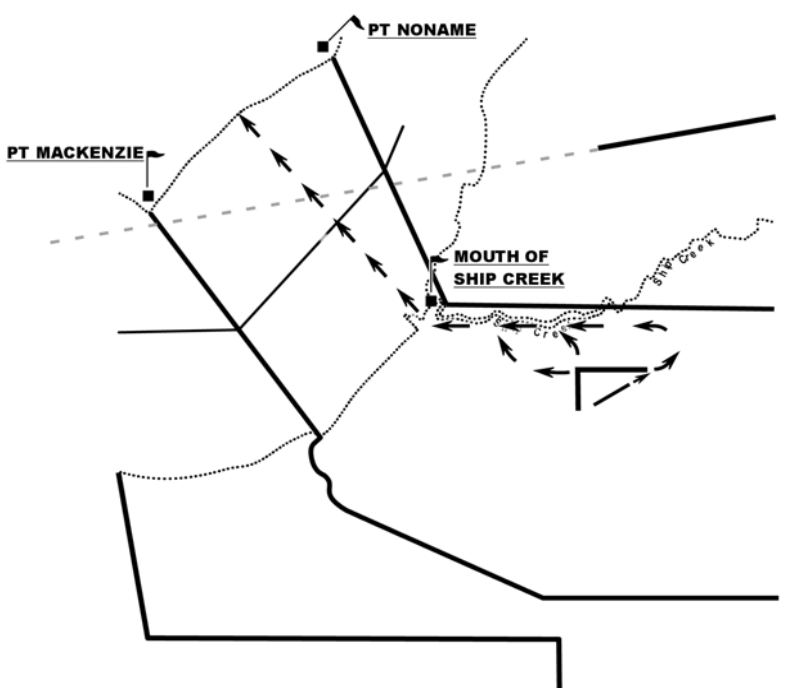
## IFR PROCEDURES

Aircraft departing IFR should request their IFR departure clearance from Ground Control. When the tower is closed, contact Anchorage Clearance Delivery on 119.4/128.65. FAR 93 deviations are automatically approved for aircraft departing IFR across the Knik Arm.

## NO RADIO PROCEDURES

Pilots planning a no-radio flight should call the tower at 271-3121 to make arrangements. If a radio becomes inoperative in flight, if transponder equipped squawk 7600, remain above the pattern altitude at 1500' MSL and watch for a flashing green light to enter that pattern. Determine the traffic flow, find and follow an aircraft in the pattern. Once in the pattern, watch for a steady green light for landing clearance.

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	POTTER DEPARTURE MERRILL FIELD
<b>ROUTE PURPOSE:</b> The POTTER DEPARTURE is for aircraft departing Merrill Field southbound. This route significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.		
ATIS <b>123.7</b>	GROUND CONTROL <b>121.7</b>	MERRILL TOWER <b>126.0</b>  DEPARTURE CONTROL <b>126.4</b>
		
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b>		
<b>ROUTE INSTRUCTIONS:</b> <b>ALL AIRCRAFT:</b> Climb to 1,200' MSL. Maintain 1,200' MSL until passing Campbell Airstrip, then climb or descend at pilot's discretion. <b>RUNWAY 6 or 3:</b> Climb straight out to Bragaw, turn right (southbound) and follow Bragaw to the Tudor Bus Barn then... <b>RUNWAY 24:</b> Depart via left downwind to midfield; proceed direct to the Tudor Bus Barn then... <b>RUNWAY 33:</b> Depart via right downwind along Bragaw to the Tudor Bus Barn then... <b>RUNWAY 15 or 21:</b> Depart southeast bound direct to the Tudor Bus Barn then... <b>FROM THE TUDOR BUS BARN:</b> Remain east of Abbott Loop Road until south of O'Malley Road.  See page 1 for recommended wake turbulence avoidance information.		

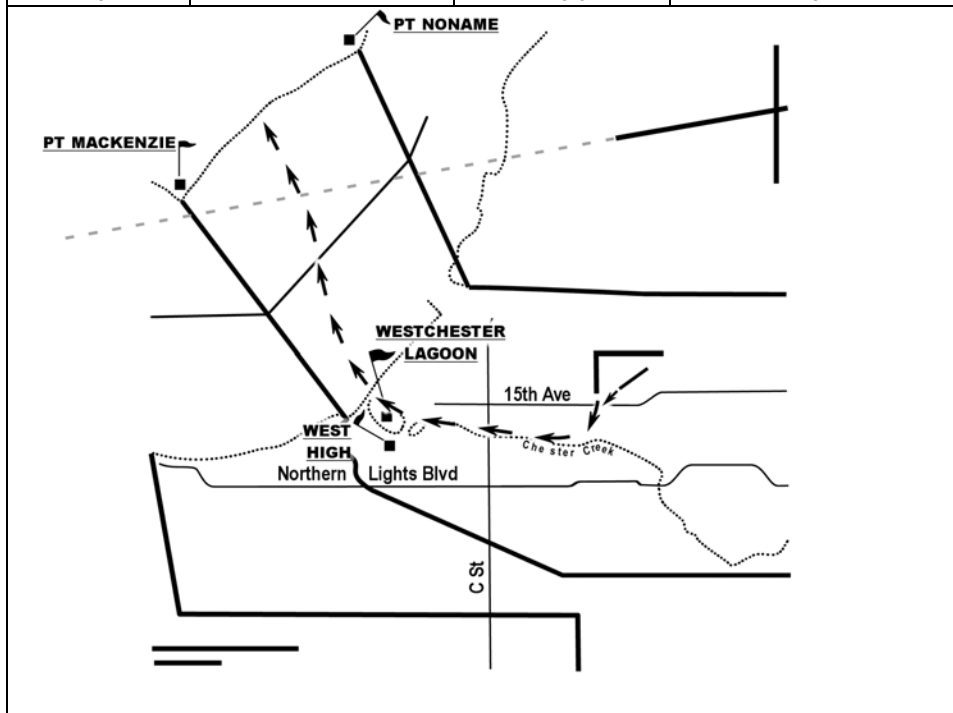
ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	SHIP CREEK DEPARTURE MERRILL FIELD	
<b>ROUTE PURPOSE:</b> The SHIP CREEK DEPARTURE is for aircraft departing Merrill Field to the west and northwest.			
ATIS 123.7	GROUND CONTROL 121.7	MERRILL TOWER 126.0	DEPARTURE CONTROL 119.1
			
<p style="text-align: center;"><b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b> <b>MODE C TRANSPONDER REQUIRED IF AT OR ABOVE 1,400' MSL</b></p>			
<b>ROUTE INSTRUCTIONS:</b> <b>ALL AIRCRAFT:</b> Cross Knik Arm at or below 600' MSL or at or above 2,200' MSL. (If unable 2,200' MSL by mid-channel, advise ATC.) Remain within Merrill Class D airspace.  <b>RUNWAY 24:</b> Turn right, follow Ship Creek.  <b>RUNWAY 3 or 6 or 33:</b> Turn left, follow Ship Creek.  See page 1 for recommended wake turbulence avoidance information.			

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	<b>CHESTER CREEK DEPARTURE RUNWAYS 15 &amp; 21</b> MERRILL FIELD
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**ROUTE PURPOSE:**

The CHESTER CREEK DEPARTURE is for aircraft departing Merrill Field to the west and northwest at or below 600' MSL. Pilots who intend to cross Knik Arm at or above 2,000' MSL must either obtain approval from ATC or request the CITY HIGH DEPARTURE.

ATIS <b>123.7</b>	GROUND CONTROL <b>121.7</b>	MERRILL TOWER <b>126.0</b>	DEPARTURE CONTROL <b>119.1</b>
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**VFR PROCEDURE ONLY**  
**CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION**

**ROUTE INSTRUCTIONS:**

**ALL AIRCRAFT:** Cross Knik Arm at or below 600' MSL in accordance with 14 CFR Part 93. Remain within Merrill Class D airspace.

**RUNWAY 15:** Proceed to and turn right over Chester Creek. Follow the creek to Westchester Lagoon.

**RUNWAY 21:** Turn left to Chester Creek. Follow the creek to Westchester Lagoon.

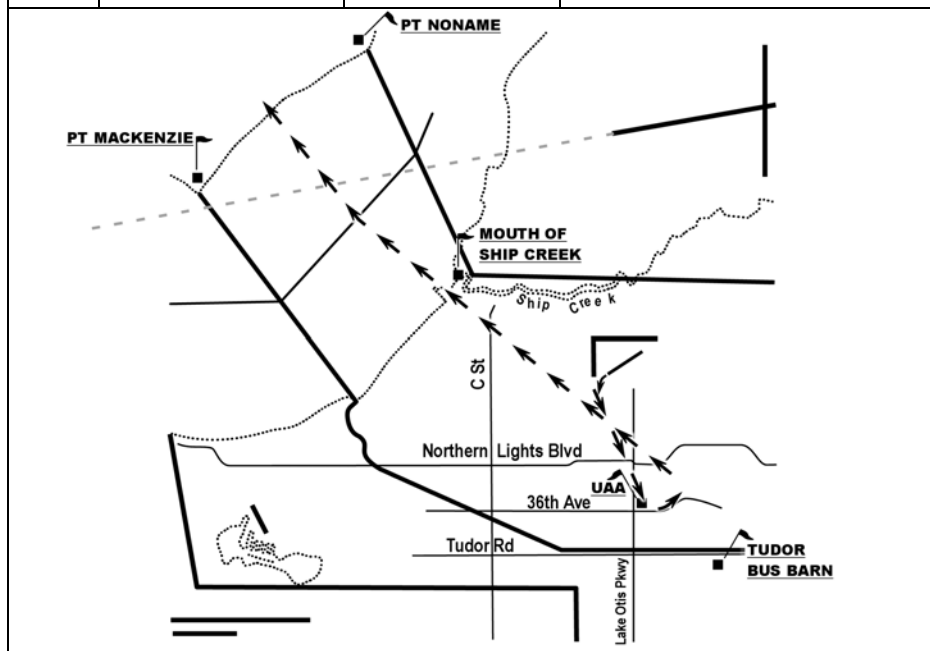
See page 1 for recommended wake turbulence avoidance information.

<b>ANCHORAGE, ALASKA</b>	<b>VFR DEPARTURE PROCEDURE</b>	<b>CITY HIGH DEPARTURE RUNWAYS 15 &amp; 21</b> MERRILL FIELD
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**ROUTE PURPOSE:**

The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2,200' MSL.

<b>ATIS 123.7</b>	<b>GROUND CONTROL 121.7</b>	<b>MERRILL TOWER 126.0</b>	<b>DEPARTURE CONTROL 119.1</b>
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**VFR PROCEDURE ONLY**  
**CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION**  
**MODE C TRANSPONDER REQUIRED**

**ROUTE INSTRUCTIONS:**

**ALL AIRCRAFT:** Cross Knik Arm at or above 2,200' MSL. (If unable 2,200' MSL by mid-channel, advise ATC.) Remain within Merrill Class D airspace.

**RUNWAY 15 or 21:** Turn left and proceed direct to the University of Alaska (UAA). Remain below 700' MSL until south of Northern Lights Blvd. After UAA, climb and turn northwest bound. Cross Northern Lights Blvd northwest bound at or above 1,500' MSL. Proceed direct to the mouth of Ship Creek. Remain below 2,500' MSL until west of the Port (C Street) Bridge.

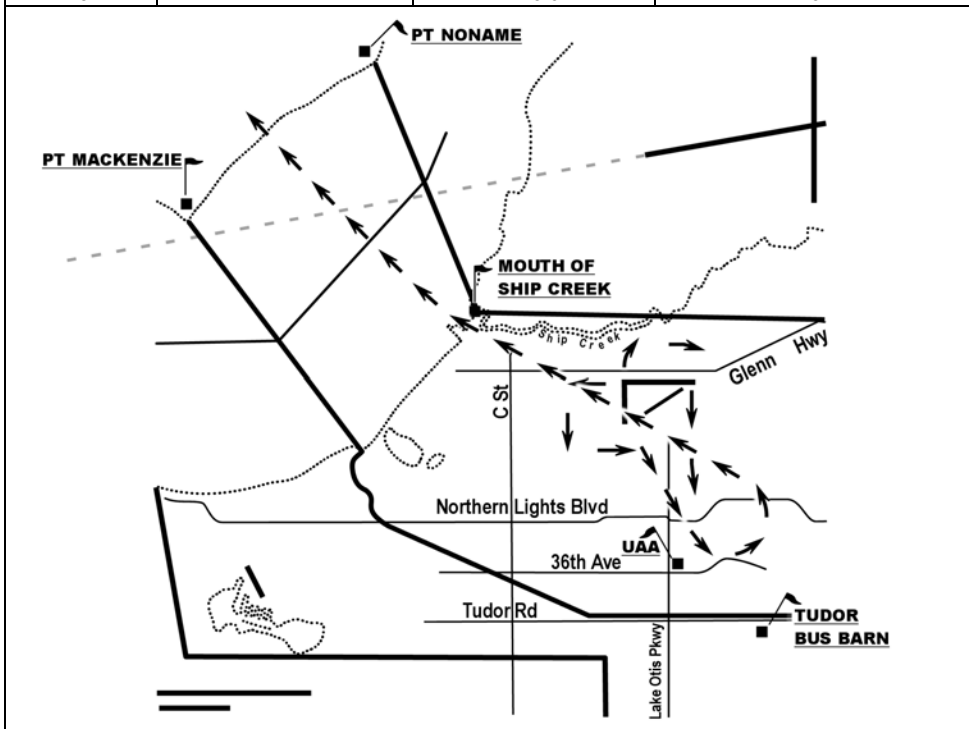
See page 1 for recommended wake turbulence avoidance information.

<b>ANCHORAGE, ALASKA</b>	<b>VFR DEPARTURE PROCEDURE</b>	<b>CITY HIGH DEPARTURE RUNWAYS 24 &amp; 33</b> MERRILL FIELD
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**ROUTE PURPOSE:**

The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2,200' MSL.

ATIS <b>123.7</b>	GROUND CONTROL <b>121.7</b>	MERRILL TOWER <b>126.0</b>	DEPARTURE CONTROL <b>119.1</b>
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**VFR PROCEDURE ONLY  
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION  
MODE C TRANSPONDER REQUIRED**

**ROUTE INSTRUCTIONS:**

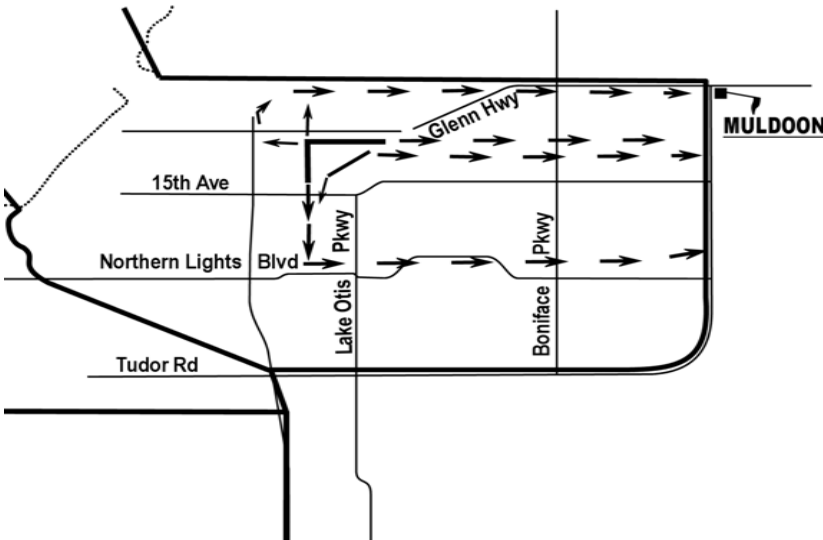
**ALL AIRCRAFT:** Cross Knik Arm at or above 2,200' MSL. (If unable 2,200' MSL by mid-channel, advise ATC.) Remain within Merrill Class D airspace.

**RUNWAY 24:** Depart via left downwind. After passing centerline of Runway 33, turn right southeast bound then...

**RUNWAY 33:** Depart via right downwind. Climb southbound then...

...crossing Northern Lights Blvd turn left northwest bound. Cross Northern Lights Blvd northwest bound at or above 1,500' MSL. Proceed direct to the mouth of Ship Creek. Remain below 2,500' MSL until west of the Port (C Street) Bridge.

See page 1 for recommended wake turbulence avoidance information.

ANCHORAGE, ALASKA		VFR DEPARTURE PROCEDURE	MULDOON DEPARTURE MERRILL FIELD
<b>ROUTE PURPOSE:</b> The MULDOON DEPARTURE is for northbound aircraft departing Merrill Field that prefer to avoid crossing the Knik Arm at or below 600' MSL or that are non-transponder equipped.			
ATIS 123.7	GROUND CONTROL 121.7	MERRILL TOWER 126.0	DEPARTURE CONTROL 119.1
			
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b>			
<b>ROUTE INSTRUCTIONS:</b> <b>ALL AIRCRAFT:</b> Remain within Merrill Class D Airspace. (If required, check Alaska Supplement, Anchorage Sectional Chart and Anchorage VFR Terminal Area Chart for information on Malemute Drop Zone and R-2203 A/B/C.)  <b>RUNWAY 24 OR 33:</b> Turn right; follow the Glenn Highway to Muldoon Road, then on course.  <b>RUNWAY 6:</b> Climb straight out to Muldoon Road, then on course.  <b>RUNWAY 3:</b> Turn right, proceed direct Muldoon road, then on course.  <b>RUNWAY 15:</b> Climb straight out to Northern Lights Blvd., then turn left eastbound along Northern Lights to Muldoon Road, then on course.  <b>RUNWAY 21:</b> Turn left southbound to Northern Lights Blvd., then turn left eastbound along Northern Lights to Muldoon Road then on course  <b>Restricted Area 2203 A/B/C Active:</b> Proceed on course north of Birchwood Airport.  <b>Restricted Area 2203 A/B/C Not Active:</b> Proceed on course north of Elmendorf Class D Airspace.  <b>Restricted Area 2203 A/B/C status</b> may be obtained from Anchorage Departure Control.			

ANCHORAGE, ALASKA		VFR ARRIVAL PROCEDURE	POTTER ARRIVAL MERRILL FIELD
ROUTE PURPOSE: The POTTER ARRIVAL is for aircraft inbound to Merrill Field from the south. This route significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.			
ATIS 123.7	ANCHORAGE APPROACH CONTROL 126.4	MERRILL TOWER 126.0	GROUND CONTROL 121.7
VFR PROCEDURE ONLY CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION			
ROUTE INSTRUCTIONS:  <b>ALL AIRCRAFT:</b> Proceed inbound one mile east of Abbott Loop Road to Campbell Airstrip. Cross Campbell Airstrip at 1,200' MSL then direct to the Boniface/Tudor Road intersection or as otherwise directed by ATC for traffic pattern entry.  See page 1 for recommended wake turbulence avoidance information.			

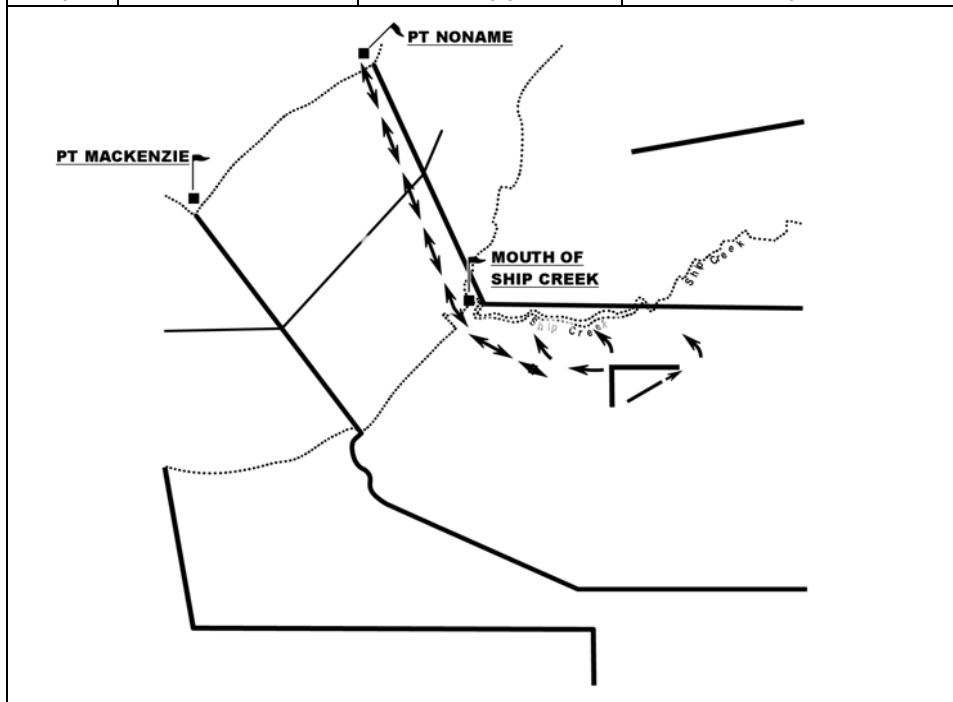
ANCHORAGE, ALASKA		VFR HELICOPTER PROCEDURES	HELICOPTER ROUTES MERRILL FIELD
ATIS <b>123.7</b>	MERRILL TOWER <b>126.0</b>	DEPARTURE CONTROL EAST/WEST <b>119.1</b>	DEPARTURE CONTROL SOUTH <b>126.4</b>
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION</b>			
<b>ROUTE INSTRUCTIONS:</b>  <b>ALL HELICOPTERS:</b> Westbound helicopters cross Knik Arm in accordance with 14 CFR Part 93. East and southbound helicopters remain below and clear of fixed wing traffic patterns. Remain within Merrill Class D Airspace. Arrival routings are the reverse of the departure routings.  <b>Departing South of Runway 6:</b>  <b>Ship Creek South:</b> Remain north of 15th Avenue. Cross Runway 6 midfield at 600' MSL then proceed westbound along Ship Creek.  <b>Golf Course:</b> Proceed direct to Russian Jack Golf Course, then east to Muldoon or southbound along Boniface Parkway.  <b>Departing North of Runway 6:</b>  <b>Ship Creek:</b> Proceed north to then west along Ship Creek.  <b>Highway:</b> Proceed eastbound along the Glenn Highway to Muldoon or proceed southbound along Boniface Parkway.  See page 1 for recommended wake turbulence avoidance information.			

<b>ANCHORAGE, ALASKA</b>	<b>SVFR ARRIVAL/DEPARTURE PROCEDURE</b>	<b>NONAME ARRIVAL / DEPARTURE</b> MERRILL FIELD
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**ROUTE PURPOSE:**

The NONAME ARRIVAL/DEPARTURE route is for aircraft transitioning to and from the area north and west of Merrill Field when weather is below basic VFR minima. PILOTS MUST REQUEST SVFR CLEARANCE; CONTROLLERS MAY NOT INITIATE SVFR OPERATIONS.

ATIS <b>123.7</b>	GROUND CONTROL <b>121.7</b>	MERRILL TOWER <b>126.0</b>	DEPARTURE CONTROL <b>119.1</b>
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**SVFR PROCEDURE ONLY**  
**CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION**

**ROUTE INSTRUCTIONS:**

**ALL AIRCRAFT:** IFR operations receive priority over SVFR requests.

**DEPARTURES:** Request SVFR clearance from Merrill Ground Control. After airborne, proceed direct to the mouth of Ship Creek, then direct to Point Noname.

**ARRIVALS:** Request SVFR clearance from Anchorage Approach Control on 119.1. After receiving clearance, proceed from over Point Noname direct to the mouth of Ship Creek then as directed by ATC.

See page 1 for recommended wake turbulence avoidance information.

# ELMENDORF AFB

AIRFIELD INFORMATION		
Field Elevation 213' MSL		
RUNWAY	DIMENSIONS	OTHER INFO
6/24	10000' X 200'	(5/23 until 08 Aug 02)
16/34	7500' X 150'	(15/33 until 08 Aug 02)

COMMUNICATIONS		
Function	VHF Frequency	UHF
ATIS	124.3	273.5
Clearance Delivery	121.8	275.8
Ground Control	121.8	275.8
Tower	127.2	352.05
APPROACH / DEPARTURE North below 2500'	119.1	363.2
APPROACH / DEPARTURE North above 2500'	118.6	290.5
APPROACH / DEPARTURE South	126.4	257.9
ADMINISTRATION	EDF ATCT	907-552-2728
	3OSS/OSAT	907-552-4265

## SERVICES TO GENERAL AVIATION

General Aviation aircraft may, after coordination with Anchorage Approach Control, execute practice instrument and radar approaches to Elmendorf AFB subject to the following restrictions:

1. Military aircraft have priority at all times.
2. Practice approaches will not be approved for large transport aircraft during base quiet hours of 2230 to 0600 local time.
3. Due to insurance reasons civilian aircraft are not permitted to execute touch-and-go or stop-and-go landings. Emergency landings are authorized.
4. Elmendorf tower open 24 hours. Elmendorf Radar Final Control open 0700-2300 local time, closed on weekends and holidays.

## **ELMENDORF ILS TO SVFR LANDING AT MERRILL FIELD**

General Aviation aircraft may use the Elmendorf ILS to reach SVFR conditions for landing at Merrill Field by compliance with the following:

1. Aircraft make their request to Anchorage Approach Control.
2. Anchorage Approach Control will clear aircraft for the Elmendorf ILS and issue the aircraft a SVFR clearance out of Elmendorf Class D surface area and into Merrill Class D surface area.
3. When reaching SVFR conditions, inform Elmendorf ATC. After informing Elmendorf Tower or Radar Final Controller of SVFR conditions, proceed to Merrill Field on the SVFR clearance.
4. While flying the Elmendorf ILS, the pilot is expected to execute the approach as published.
5. If SVFR conditions are not obtained upon reaching the Missed Approach Point the aircraft will execute the published missed approach procedure.

## **VFR DEPARTURE ROUTES - ALL RUNWAYS**

**BRYANT DEPARTURE:** Left/Right climbing turn, proceed direct to Bryant AAF.

**GOOSE BAY DEPARTURE:** Left/Right climbing turn, proceed direct to Goose Bay.

**HOSPITAL DEPARTURE:** Left/Right climbing turn, proceed direct to the Elmendorf Hospital, AVOIDING OVER-FLIGHT.

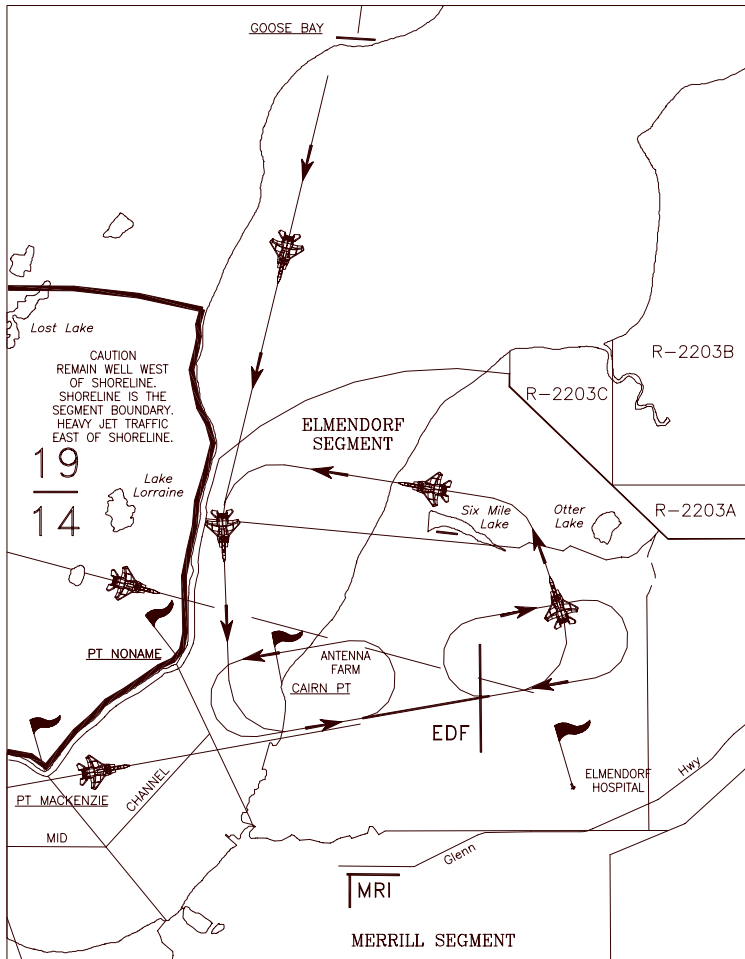
**SIX MILE LAKE DEPARTURE** (Six Mile Lake-based aircraft only): Left/Right climbing turn, proceed direct to the west end of Six Mile Lake. Remain at or below 600' MSL until clear of the Elmendorf segment.

Note: Light aircraft and helicopters will maintain 800 feet MSL until passing Six Mile/Otter Lake when departing north or until clear of the Elmendorf Segment when departing east.

## **LOW LEVEL FLYING IN THE MAT-SU VALLEY AND R-2203**

Military C-130s (Hercules) and HH-60 (Pavehawk) helicopters frequently fly low-level training missions in the Mat-Su Valley. Use of this area is necessary due to the greater distances and time required to fly to areas outside the Anchorage Bowl and the close proximity of a certified drop/landing zone inside R-2203.

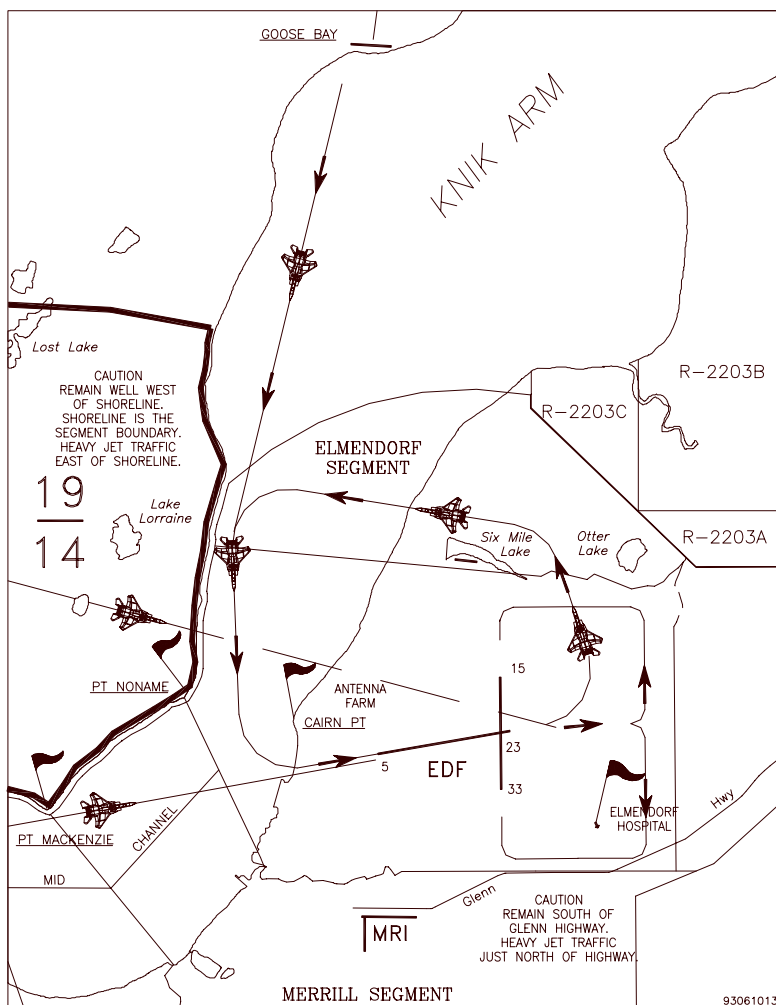
# ELMENDORF AFB TRAFFIC PATTERNS



## RUNWAY 6/24 OVERHEAD TRAFFIC PATTERNS

(Runway numbers change from 5/23 to 6/24 on 08 Aug 02)

# ELMENDORF AFB TRAFFIC PATTERNS



## RUNWAY 16/34 OVERHEAD TRAFFIC PATTERNS

(Runway numbers change from 15/33 to 16/34 on 08 Aug 02)

# KENAI AUTOMATED FLIGHT SERVICE STATION

KENAI AFSS	
FUNCTION	TELEPHONE
PILOT WEATHER BRIEFING, FLIGHT PLANS, TELEPHONE INFORMATION BRIEFING SERVICE (TIBS)	1-866-864-1737
TRANSCRIBED WEATHER BROADCAST (TWEB)	(907) 283-4332 (KENAI AREA)
TRANSCRIBED WEATHER BROADCAST (TWEB)	(907) 277-8932 (ANCHORAGE AREA)
TRANSCRIBED WEATHER BROADCAST (TWEB)	(907) 892-7870 (BIG LAKE AREA)
ADMINISTRATIVE OFFICE	(907) 283-3735
WEB SITE	<a href="http://www.alaska.faa.gov/enaafss">http://www.alaska.faa.gov/enaafss</a>
EMAIL	<a href="mailto:webmasterena@faa.gov">webmasterena@faa.gov</a>

KENAI AFSS HUB FACILITIES		
LOCATION	IN OPERATION	TELEPHONE
COLD BAY	ALL YEAR	(907) 532-2454
DILLINGHAM	ALL YEAR	(907) 842-5275
HOMER	ALL YEAR	(907) 235-8588
ILIAMNA	15 MAY TO 15 OCT	(907) 571-1240
McGRATH	01 MAY TO 30 SEP	(907) 524-3611
PALMER	ALL YEAR	(907) 745-2495
TALKEETNA	ALL YEAR	(907) 733-2277

## **KENAI AFSS**

### **AUTOMATIC CALL DIRECTING SYSTEM**

This system will prompt the user to enter number(s) for desired service. If you are calling from a rotary system your call will automatically be directed to a briefer.

	Dial Code
Next Available Briefer	1
Telephone Information Briefing Service (TIBS)	2
Fast File Flight Plan Services	3
Additional Instructions	8

### **TELEPHONE INFORMATION BRIEFING SERVICE (TIBS)**

#### **TIBS CURRENT WEATHER**

ROUTE	DIAL CODE
Special Announcements and Airspace Procedures	11
Current weather Kodiak, route Cook Inlet to Bristol Bay	12
Current weather route Cook Inlet to McGrath	13
Current weather route Cook Inlet to Cordova	14
Current weather route Cook Inlet to Fairbanks	15
Current weather route Cook Inlet to Copper R. Basin	16
Current weather for Yukon-Kuskokwim Delta	25

<b>TIBS SUMMARY ROUTES</b>	<b>Dial Code</b>
Summary for route Cook Inlet to Kodiak Island	17
Summary for route Cook Inlet to Bristol Bay via Lake Clark Pass and Merrill Pass	18
Summary for route Cook Inlet to McGrath via Rainy, Merrill, and Ptarmigan Passes	19
Summary for route Cook Inlet to Cordova via Portage Pass	20
Summary for route Cook Inlet and Susitna Valley	21
Summary for route Cook Inlet to Fairbanks via Windy Pass	22
Summary for route Anchorage to Copper River Basin via Tahnetta Pass	23
Summary for Yukon-Kuskokwim Delta	24

### **TRANSCRIBED WEATHER BROADCAST (TWEB)**

TWEB is a continuous broadcast of general weather conditions in Cook Inlet/Susitna Valley, Copper River Basin, Bristol Bay, and Central Gulf Coast Areas, dependent upon the NAVAID being received. It may contain flight advisories, area forecast, winds aloft through 12,000 feet, pass forecast, and current weather conditions for selected locations. This service is available on many NAVAID frequencies in these areas.

## **KENAI AFSS SATELLITE/HUB FACILITIES**

In addition to its RCOs, Kenai AFSS provides flight services through seasonal and part-time facilities at Cold Bay, Dillingham, Homer, Iliamna, McGrath, Palmer, and Talkeetna.

## **FIELD CONDITION REPORTS**

Pilots using airports that are not maintained are requested to report runway conditions. Please forward information regarding hazardous or unsafe conditions to any FSS immediately.

## **FREQUENCY USE**

Pilots are requested to identify the Remote Communications Outlet (RCO) ON INITIAL CONTACT. (Example: "Kenai Radio...N12345 Anchorage RCO...122.2...over.") Through consolidation, Kenai AFSS has acquired many RCOs, with several duplicated frequencies. Pilots may experience a delay in response when not identifying the RCO by name.

To minimize frequency congestion, do not use the Common Traffic Advisory Frequency (CTAF) or the RCO for air-to-air conversation. Utilize **122.75** MHz, the frequency designated for this purpose. The universal emergency frequency(s) are **121.5 & 243.0** MHz.

### **Kenai AFSS Frequencies**

Anchorage	122.55*,122.3,122.2
Bethel	122.2, 122.65
Cantwell	122.5
Farewell	122.1
Gulkana	122.2
Homer	122.2/123.6
Hooper Bay	122.4
Iliamna	122.2, 123.6
Kenai	122.0,122.65
King Salmon	122.2
Lake Clark	121.2
Pass #1 (WEST)	

### **CTAF**

Big Lake	122.8
Birchwood	123.0
Campbell Lake	122.9
Cold Bay	123.6
Dillingham	123.6
Girdwood	122.9
Goose Bay	122.9
Homer	123.6
Hope	122.9
Iliamna	123.6
McGrath	123.6

\*ANC 122.55, this frequency is intended primarily for filing, activating and canceling flight plans.

### Kenai AFSS Frequencies (Cont)

Lake Clark	121.1
Pass #2 (EAST)	
McGrath	122.2, 123.6, 122.65
Paxon	122.3
Pillar Mountain	122.1
Port Heiden	122.0
Seward	122.6
Soldotna	122.35
Sparrevohn	122.5
Stuck	122.1
Tahneta Pass	122.4
Summit	122.6
Togiak	122.25
Woody Island	122.2

### CTAF (Cont)

Palmer	123.6
Soldotna	122.5
Talkeetna	123.6
Wasilla	122.8

There are other frequencies too numerous to list. Always refer to the latest Alaska Supplement and NOTAMS for current information.

### PILOT REPORT (PIREP) FORMAT

1. LOCATIONS OF PHENOMENA (STATION IDENTIFIER, RADIAL/DME AND ROUTE SEGMENT)
2. TIME (UTC)
3. ALTITUDE (MSL)
4. AIRCRAFT TYPE
5. SKY COVER (BASE, TOPS, & AMOUNT)
6. AIR TEMPERATURE
7. WIND
8. TURBULENCE FREQUENCY OF OCCURRENCE (OCCASIONAL, INTERMITTENT, & CONTINUOUS INTENSITY (LIGHT, MODERATE, SEVERE, & EXTREME) **EXAMPLE: (OCCASIONAL LIGHT TURBULENCE, MODERATE TURBULENCE, ETC.)**
9. ICING INTENSITY (TRACE, LIGHT, MODERATE, SEVERE) TYPE OF ICE (RIME, CLEAR, & MIXED) **EXAMPLE: (TRACE RIME ICING, MODERATE MIXED ICING, CLEAR ICING, ETC.)**
10. REMARKS

## FLIGHT PLAN FORMAT 1-866-864-1737

- |                                      |                                 |
|--------------------------------------|---------------------------------|
| 1. TYPE OF FLIGHT PLAN-VFR-DVFR-IFR  | 11. REMARKS                     |
| 2. AIRCRAFT IDENT N-_____            | 12. FUEL ON BOARD (HRS/MIN)     |
| 3. AIRCRAFT TYPE & SPECIAL EQUIPMENT | 13. ALTERNATE AIRPORT           |
| 4. TRUE AIRSPEED                     | 14. PILOTS NAME, ADDRESS, PHONE |
| 5. POINT OF DEPARTURE                | 15. NUMBER ABOARD               |
| 6. DEPARTURE TIME (PROPOSED/ACTUAL)  | 16. COLOR OF AIRCRAFT           |
| 7. INITIAL CRUISING ALTITUDE         |                                 |
| 8. ROUTE OF FLIGHT                   |                                 |
| 9. DESTINATION                       |                                 |
| 10. ESTIMATED TIME ENROUTE (HRS/MIN) |                                 |

### FREQUENCIES

#### APPROACH CONTROL

NORTH	119.1
SOUTH	126.4

#### ANCHORAGE INTERNATIONAL

ATIS	118.4
CLEARANCE DLVRY	119.4/128.65
GROUND	121.9
TOWER	118.3

#### ELMENDORF AFB

ATIS	124.3
CLEARANCE DLVRY	121.8
GROUND	121.8
TOWER	127.2
RFC	134.9

#### LAKE HOOD

ATIS/AWOS	125.6
TOWER	126.8

#### MERRILL

ATIS	123.7
GROUND	121.7
TOWER	126.0/127.55

#### KENAI AFSS

ANCHORAGE	122.2/122.3/122.55* (*FLIGHT PLANS)
HOMER	122.2
KENAI	122.2/122.65
NIKISHKA	122.0
PALMER	122.4
TALKEETNA	122.2

#### NAVAIDS

ANC VOR	114.3
BGQ VOR	112.5
ENA VOR	117.6
HOM VOR	114.6
TKA VOR	116.2

ACE NDB	277
CMQ NDB	338
IWW NDB	379
PEE NDB	305
SKW NDB	269

#### CTAF

BIG LAKE	122.8
BIRCHWOOD	123.0
CAMPBELL L.	122.9
GIRDWOOD	122.9
GOOSE BAY	122.9
HOPE	122.9
MT.MCKINLEY	122.7
PALMER	123.6
WASILLA	122.8
AIR TO AIR	122.75
KNIK GLACIER	122.7

**EMERGENCY 121.5**